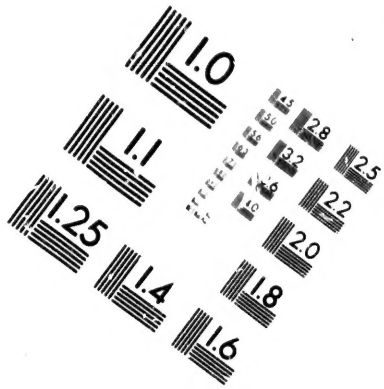

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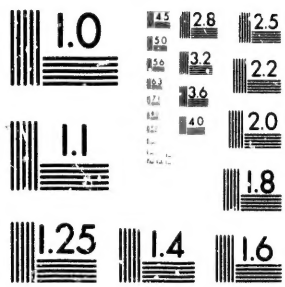

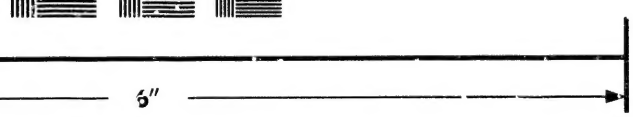

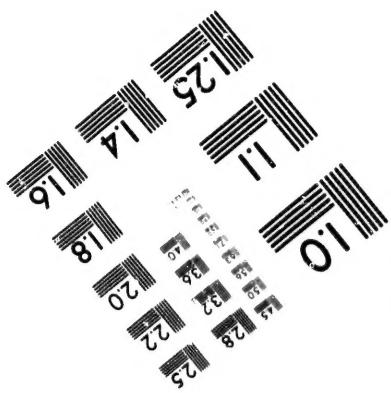

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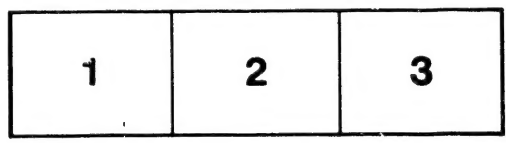

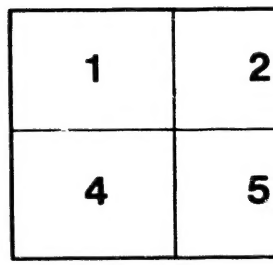

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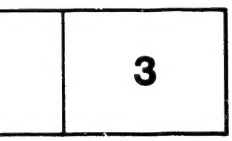

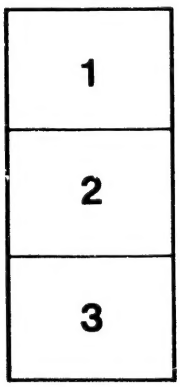

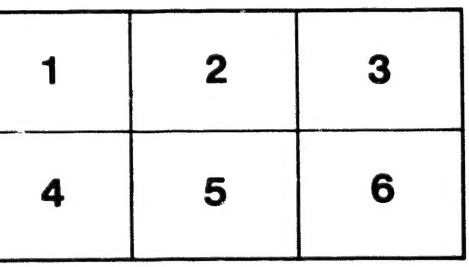

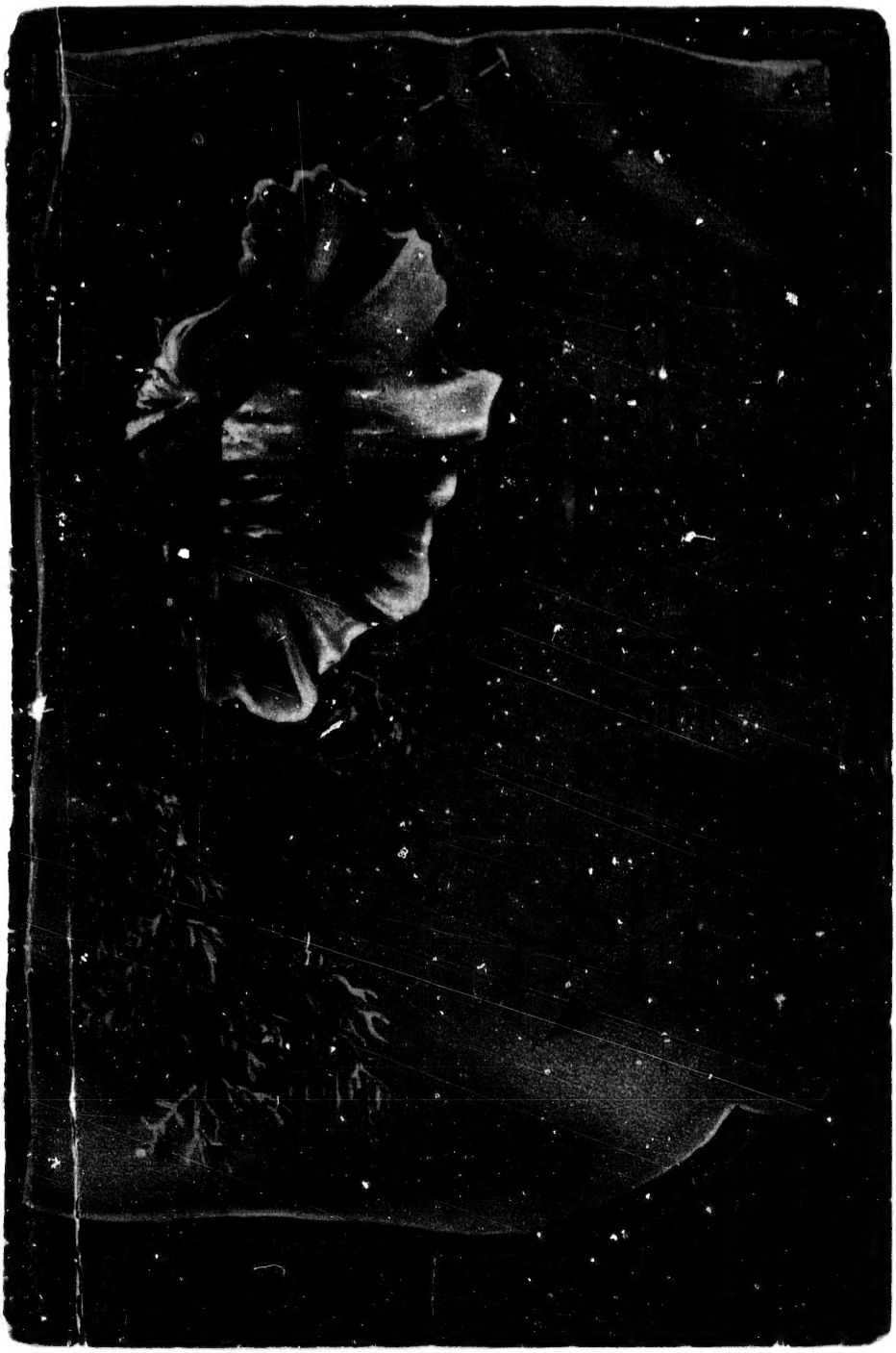

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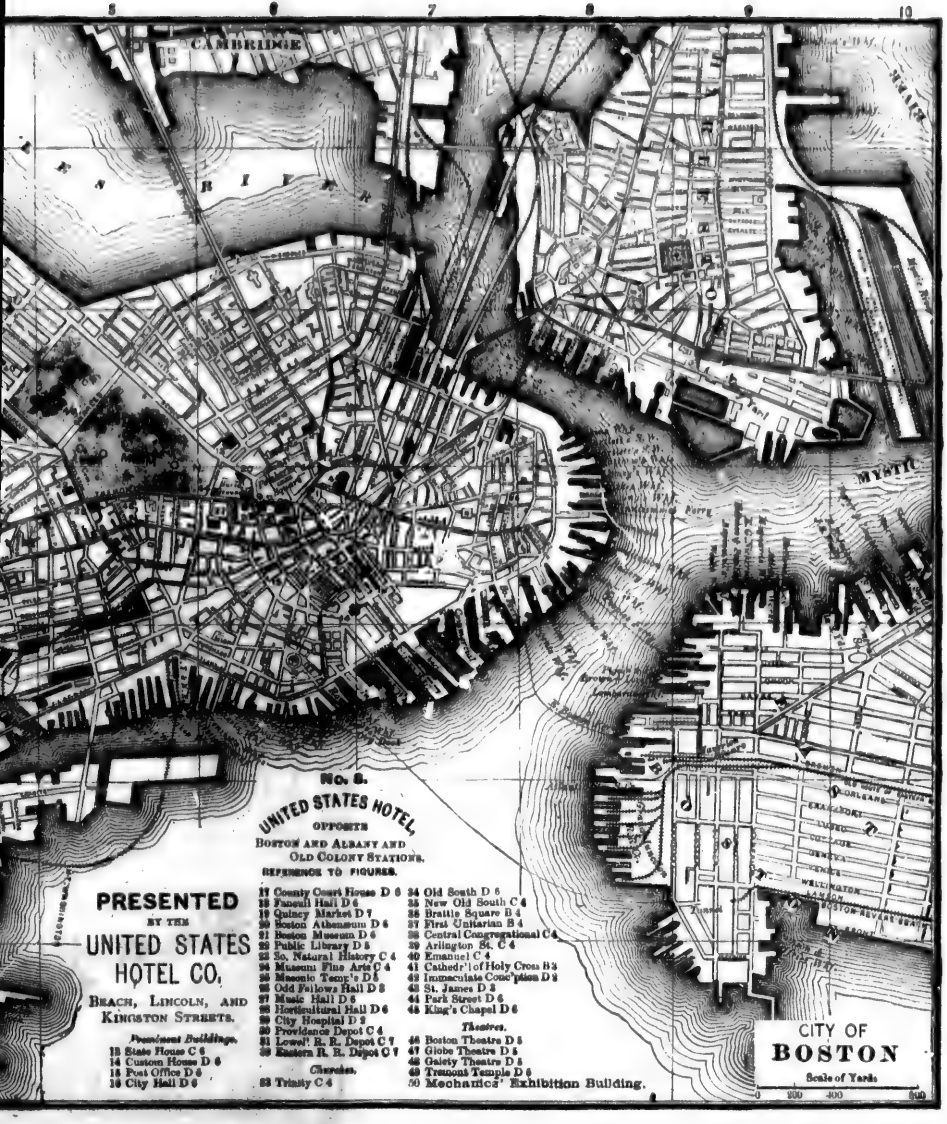
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17 County Court House D 6
18 Faneuil Hall D 6
19 Quincy Market D 7
20 Boston Athenæum D 6
21 Boston Museum D 6
22 Public Library D 5
23 So. Natural History C 4
24 Museum Fine Arts C 4
25 Masonic Temp'e D 5
26 Odd Fellows Hall D 5
27 Music Hall D 5
28 Horticultural Hall D 6
29 City Hospital D 2
30 Providence Depot C 4
31 Lowell R. R. Depot C 7
32 Eastern R. R. Depot C 7
Churches.
33 Trinity C 4
34 Old South D 6
35 New Old South C 4
36 Brattle Square B 4
37 First Unitarian B 4
38 Central Congregational C 4
39 Arlington St. C 4
40 Emanuel C 4
41 Cathedr'l of Holy Cross B 3
42 Immaculate Conc'ption D 3
43 St. James D 5
44 Park Street D 6
45 King's Chapel D 6
Theatres.
46 Boston Theatre D 5
47 Globe Theatre D 5
48 Gaiety Theatre D 5
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50 Mechanics' Exhibition Building.
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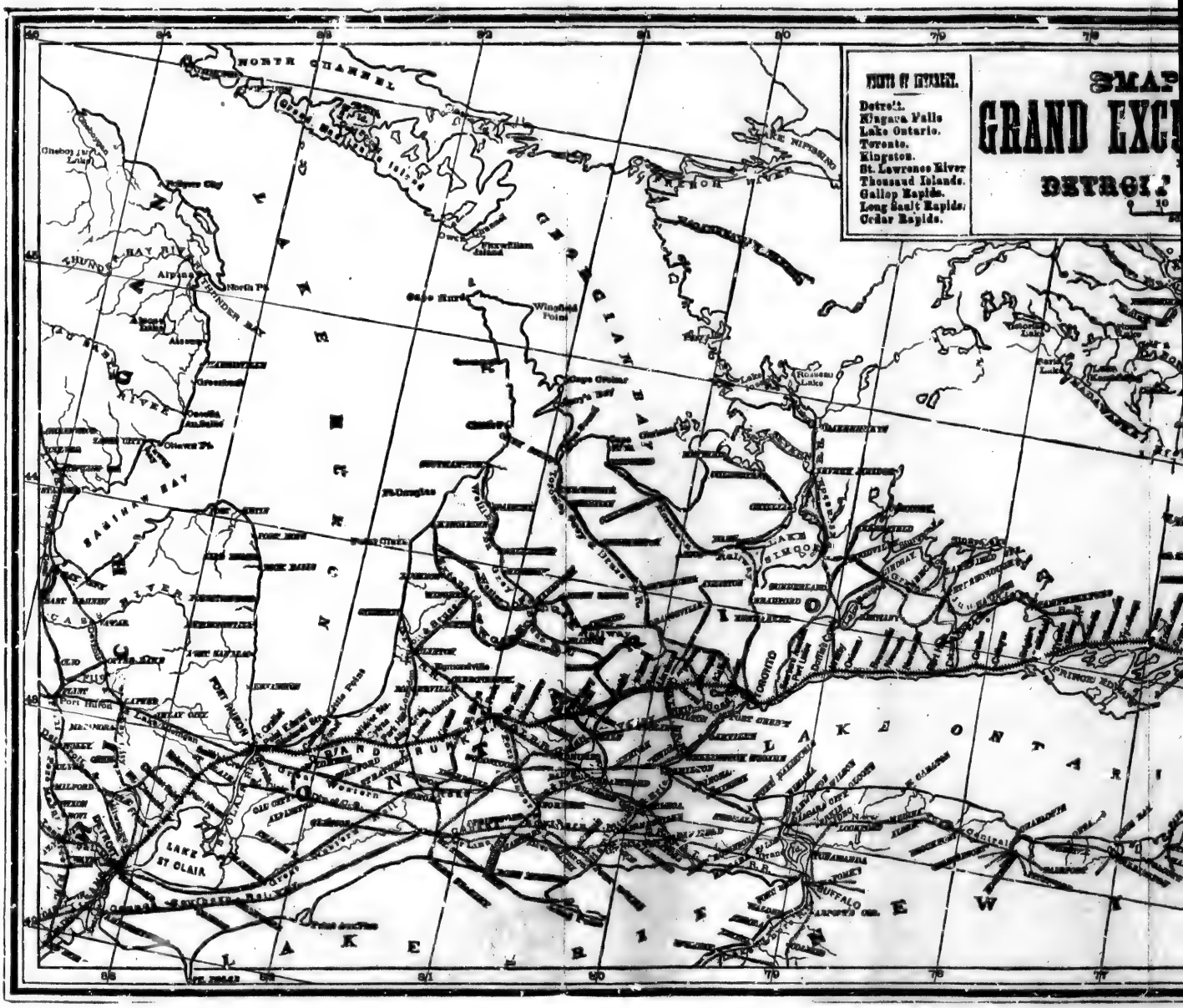
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Detroit.
Niagara Falls
Lake Ontario.
Toronto.
Kingston.
St. Lawrence River
Thousand Islands.
Gallop Rapids.
Long Sault Rapids.
Cedar Rapids.
GRAND EXC
DETROIT
NORTH CHANNEL
GEORGIAN BAY
LAKE HURON
LAKE ONTARIO
LAKE ERIE
LAKE ST CLAIR
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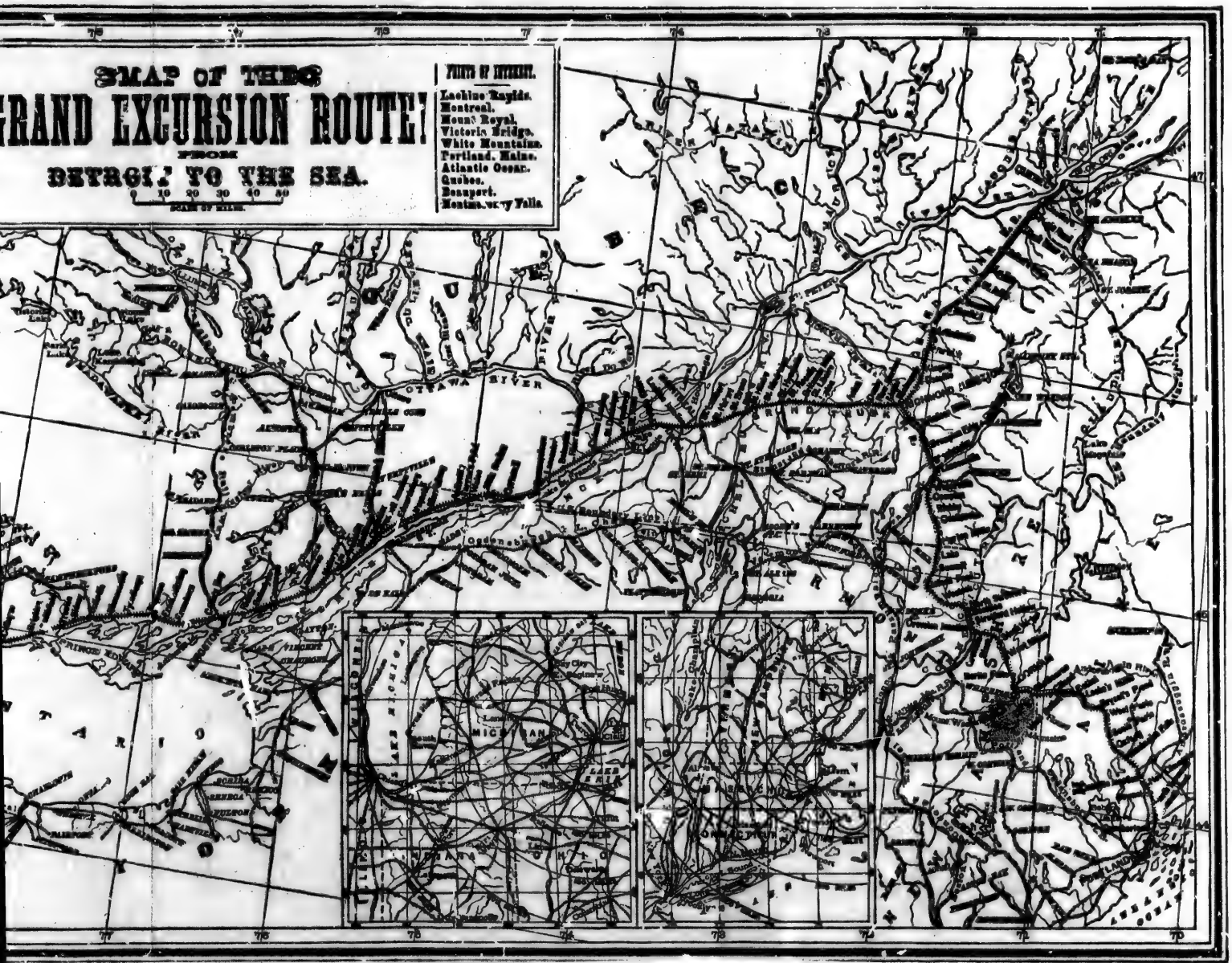
MAP OF THE
GRAND EXCURSION ROUTE!
FROM
DETROIT TO THE SEA.
0 10 20 30 40 50
SCALE OF MILES.
POINTS OF INTEREST.
Lachine Rapids.
Montreal.
Mount Royal.
Victoria Bridge.
White Mountains.
Portland, Maine.
Atlantic Ocean.
Quebec.
Bonaparte.
Montmorency Falls.
OTTAWA RIVER
ONTARIO
MICHIGAN
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FIFTH SEASON

OF THE

DETROIT EVENING NEWS

EXCURSIONS

—FROM—

DETROIT TO THE SEA.

PERSONALLY CONDUCTED

—BY—

W. H. BREARLEY, DETROIT, MICH.

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1881

EXCURSION PHOTOGRAPHS.

Catalogue of Large Sized Views of Large Sized Places, Equal in Size and Quality to Views Ordinarily Sold for $3. or $5. Each.

1. **Wolfe's Monument, Quebec**—This monument was erected to mark the place where General Wolfe expired during the celebrated battle upon the PLAINS OF ABRAHAM. The carriages and calash in the foreground contain a portion of the July, 1880, Detroit Evening News excursion party. This photograph is 8x10 inches in size.

2. **Montmorenci Falls**—From a position 200 feet away from the principal fall. These Falls are extremely picturesque and are 100 feet higher than Niagara Falls. They are at the conjunction of the Montmorenci and St. Lawrence rivers, eight miles from Quebec. View is 11x14.

3. **Montmorenci Falls**—From a position 400 feet away from main fall, shows the second landing and a portion of the long staircase, in the foreground, and the mansion formerly occupied by the Duke of Kent in the background. View is 11x14 inches in size.

4. **Montmorenci Falls**—From a position 600 feet from main fall, showing the entire staircase in the foreground. The mansion in the background was formerly occupied by the Duke of Kent, Queen Victoria's father, while Governor-General of Canada. The piers near it were at one time a portion of a suspension bridge over the Montmorenci River. This bridge gave way under the strain of a high wind and a crowd of people, who were precipitated over the falls which are 250 feet high. View, 11x14. This is a very large and extra fine view.

5. **Gorham, N. H.**—From the piazza of the Alpine House, shows the station and trains in the foreground and a portion of the White Mountains in the background. The road to the Glen House (8 miles distant) can be seen where it enters the mountains. This road follows along the banks of the Peabody River, which is a picturesque mountain stream. 11x14 inches in size.

6. **Glen House.**—Showing five six-horse Concord coaches ready to start for Gorham in the foreground. They contain that portion of the July 1880 excursion party that left the Glen House on the morning of July 12th. 11x14.

7. **Glen House.**—8 miles from the G.T. R. R. (at Gorham), on the Peabody River, in the heart of the White Mountains. This view is taken from across the valley, and shows the Carter Mountains behind the house. The Glen House accommodates 500 guests, and commands from its piazza an unobstructed view of the entire "Presidential range," the finest single view in the mountains. View, 11x14 in.

8. **Mt. Adams.**—The summit (which is only 500 feet lower than Mt. Washington, which lies just to the left) is covered with clouds. The view is taken from the piazza of the Glen House, and is a fair sample of what may be seen almost any day. By placing this view to the right of No. 9, an excellent, connected view of the two mountains may be obtained. View, 8x10 inches in size.

9. **Mt. Washington.**—From the piazza of the Glen House, showing the summit above the clouds. The cloud effects in this view are fine and give a better idea of the real height of the mountain than can be obtained without them. View, 8x10 inches in size.

10. **Mt. Washington.**—The crowning peak of the White Mountains, nearly 6½ miles high. This view is taken from the piazza of the Glen House, with the Glen House music stand in the immediate foreground and the mountain road upon which the ascension is made just beyond. 11x14.

11. **Mt. Washington.**—This view is taken from in front of the Glen House, and shows a portion of the ornamental grounds in the foreground. The Summit House, 8 miles distant, can be distinctly seen on the left and *apparently* the lower portion of the summit. That part which *appears* highest is really much lower, being three miles nearer the point of view. View, 11x14 inches in size.

12. **Ascension of Mt. Washington.**—A view, one mile below the Half-Way House, illustrates the character of the road over which the ascension is made.

13. **Ascension of Mt. Washington.**—View taken from a position 3 miles from the Glen House, 5 miles from the summit and 1 mile below the Half-Way House. Shows the carriage road upon which the ascension of Mt. Washington is made in the foreground, and a part (*not* the summit) of Mt. Washington in the background. 8x10.

14. **Half-Way House.**—Four miles from Glen House, on the road traveled in making the ascension of Mt. Washington. An excellent view of the mountain road and one of the six-horse mountain carriages in the foreground and Mt. Adams in the background. Shows the line of the limit of vegetation. 8x10 inches in size.

15. **Ascension of Mt. Washington.**—This view is taken from a position ¾ mile above the Half-Way House, showing a portion of the road and one of the mountain carriages in the foreground and the Carter Mountains in the extreme background. In the middle ground may be seen the Glen House, 4¼ miles distant, between which and the point of view lies the Grand Gulf. Atmospheric difficulties prevented the securing of a very satisfactory view of the distant details, or that which would give a good idea of the depth of the gulf (some 3,000 feet), but the view from this point is considered one of the finest in the mountains.

16. **Summit of Mt. Washington**—An excellent view of the old Tip Top House, at one time the only hotel on the summit. It is secured by chains to the rocks, and is now occupied as a printing office. A daily paper styled, "Among the Clouds," and edited and published by M. M. Burt, is issued daily from this building during each season. View, 8x10 inches in size.

17. **Summit of Mt. Washington**—This view shows that portion of the summit occupied by the U.S. Signal Service house, which is occupied the year round, and in the winter time has only telegraphic communication with the *lower* world. This house is chained to the rocks to prevent its being blown away during the winter. View, 8x10.

18. **Summit of Mt. Washington**—Shows the position of the highest rock on the summit, now covered by an observatory 30 feet high, which was built for the Government for the purpose of a better survey of the mountains by triangulation. When the survey is completed the building will revert to private parties for speculative purposes. View, 8x10 inches in size.

19. **Emerald Pool**—This view is taken looking down the ravine, and shows large rocks and the footbridge in the foreground. This pool is one mile from the Glen House. The view is 11x14 inches in size.

20. **Emerald Pool**—Shows the water in foreground, with footbridge and rocks in the background. A view of the side of Mt. Monroe is given in the distance. View, 11x14. One of the finest of the collection.

21. **Brearley's Pool**—With cascade, large rocks and footbridge in the background and luxuriant mountain shrubbery on each side. Named by members of the 1880 excursion party, in honor of the manager of the Detroit Evening News excursions. Is a part of the Ellis River, three miles from the Glen House and just below the Crystal Cascade. View, 11x14 inches in size.

22. **Crystal Cascade**—In the Ellis River, three miles from the Glen House. This fall, or cascade as it is called, is 100 feet high and of wonderful beauty; a perfect gem of scenery. This is one of the finest views in this collection. View, 11x14 inches in size.

23. **Glen Ellis Falls**—From a position 100 feet distant. This falls 50 feet high, and is remarkably picturesque in its combination of water, rocks and trees. Glen Ellis is four miles from the Glen House, in the Ellis River. View, 11x14.

24. **Glen Ellis Falls**—From position 200 feet distant. Shows ledge of rocks in foreground and a part of cascade above the falls. View, 11x14 inches in size.

25. **Glen Ellis Falls**—From position 500 feet from falls. Gives a remarkably fine view of Ellis Cascade in the foreground. View, 8x10 inches in size.

I have now the exclusive sale of the above views from the original negatives, and offer them as follows,

Any Single View, 50 cents. Any Six Views, $2.50. One Dozen Views, $4.00. The Entire Set, $7.50.

Upon receipt of price as above, all orders will be promptly filled and mailed. Order by number and use special care in giving your own address in full. Make remittances, where convenient, by postoffice order.

Address **W. H. BREARLEY, Office, Detroit Evening News.**

☞ I will send one of the above larged sized photographs, of my own selection, **FREE** to every one purchasing the 1881 excursion guide book. Price of guide book, including the photograph, thirty (30) cents. The guide book contains much entirely new matter, with a fine Sea view on cover, lithographed in colors. The number upon the corner of photographs, corresponds to those on catalogue. These photographs, framed, are hanging in the office of Detroit Evening News.

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FIFTH SEASON

—OF THE—

DETROIT EVENING NEWS

—GRAND—

PLEASURE EXCURSIONS

FROM DETROIT TO THE SEA.

Answers to a few of the Questions that are asked concerning them.

What are your plans for this year?

Arrangements have been made for three (3) grand pleasure excursions, to leave Detroit July 1, 14 and 21 Tickets good for the round trip from Detroit to Portland, Maine, via Quebec, and return, will be $30 each, as in previous years.

The Route.

What is the route to be followed?

From Detroit over the Grand Trunk R. R. to Kingston, Ont., where cars will be exchanged for steamer on St. Lawrence; the day will be spent on the river, passing the Thousand Islands, and "shooting" the famous rapids, arriving the same evening at Montreal, thence by cars to the White Mountains, thence to the sea shore at Portland. On the return trip Quebec will be visited.

What is the length of the trip?

The *round* trip, via Quebec, the route the excursion takes, is nearly 2,000 miles.

Where and how do we spend the first Sunday.

The first excursion arrives at Montreal Saturday night, and will spend Sunday at Montreal. The second and third excursions will leave Detroit, Thursday morning in each case, and arrive at the mountains Saturday morning and spend Sunday at the Glen House. Any who do not desire to stop at the mountains will not be obliged to do so, however, but can go on to Portland, arriving there at noon, connecting with Boston (100 miles beyond) the same day.

Why not stop over a day or two at Toronto, Montreal and Quebec going east.

Because the trip is planned to permit of a quick and inexpensive journey to those who do *not* want to stop. Any who wish to go more leisurely can stop off at any point, and continue alone and at their own pleasure.

Can I go to Quebec on the way East.

No. Quebec is included in the return trip.

How many changes of cars will there be before reaching the mountains?

Not any, unless you call the change from cars to boat on St. Lawrence a change of cars; and that is not obligatory, as the same cars will run to Montreal, and anyone wishing to do so can remain aboard, reaching Montreal earlier than by steamer.

Why duplicate the scenery by coming back the same way?

That which is passed in the day time going east will be passed in the night on the return trip, and *vice versa* Hence the return trip will be practically over new ground.

Do you sell tickets one way only? I do not wish to return by the route indicated?

All the excursion tickets will be round-trip tickets and over the route advertised only.

Can I go with you and come back by the New York Central?

No arrangement has been made to return by any other route than the one described

Does the excursion route include Niagara Falls?

On the return trip, tickets will be for sale at Toronto for a round trip across Lake Ontario to Niagara Falls, for $2.00.

How far is it from Toronto to Niagara?

About 80 miles. The trip across Lake Ontario is a short one, and the ride a pleasant contrast to railroad travel.

Can I join the excursion at Port Huron or any other place on the route, or must I come to Detroit, and start with the others?

You can join us wherever you desire. The price will be the same however. The manager of the excursion will have tickets for sale with him on the train, and they can be obtained after leaving Detroit.

At the White Mountains.

Can I not see the mountains well enough by simply passing by them on the railway?

Yes, but in about the same way that one could witness an entertainment by looking at the outside of an opera house. The finest views of the entire trip are there, and can only be secured by penetrating into the heart of the mountains and making the ascension of Mt Washington.

What amount extra will the trip to the summit of Mt. Washington cost me?

A coupon-ticket good by carriage, miles from Gorham (on the G. T. R. R.) to the Glen House, thence 8 miles by carriage to Glen Ellis and Crystal Cascade Falls and Emerald Pool, thence 8 miles to the summit of Mt. Washington (including also the 80 cents toll on the carriage road), thence 8 miles back down the mountain to the Glen House, thence 8 miles back to the railroad station at Gorham, may be purchased for $5. This rate is just one half the usual price, and as this part of the route is the finest single portion of the excursion, it will not pay to go by the mountains without seeing them.

When and of whom shall I purchase the White Mountains ticket?

Send for it when purchasing your general ticket. Those who neglect to do so can procure them of the manager after starting on the train.

Will not so much carriage riding be fatiguing?

No, for it is not all taken at one time. When the train arrives at Gorham, the carriages will take the party to the Glen House, where any and all can remain as long as they wish, before undertaking the rest. The following day the carriage ride to Glen Ellis will be found to be a most delightful trip only excelled by the ascension of Mt. Washington, which should be reserved till the day following. Then, after a night's rest at the Glen, the ride back to the railroad at Gorham will be found most refreshing in the clear, exhilarating mountain air. There is no other way that, for a moment, compares with this way of "doing" the Mountains.

Do I need to take a shawl or overcoat?

Yes, for the ascension of Mt. Washington, though if one does not wish to carry heavy wraps, they can be rented of the porter at the Glen House. Every lady, however, will need an extra wrap to use during the journey.

I wish to go direct to Portland without stopping at the Mountains. Can I do so, or am I OBLIGED *to stop over?*

All are expected to stop and see the mountains, which is the most delightful part of the trip, but no one is "obliged" to do so.

Will a bona fide exhibition of fireworks be given on the summit of Mt. Washington, July 4th?

The first excursion will arrive at the White Mountains on July 4th. If the weather permits, a $500 collection of fireworks will be exhibited that evening from the summit of Mt. Washington. These fireworks have been donated by Messrs. Thorpe, Hawley & Co., of Detroit, and will consist of the largest sized rockets and other pieces that can be seen to advantage at a distance.

School Teachers.

I am a school teacher and desire to attend the American Institute of Instruction. How can I get there?

The American Institute of Instruction, that last year met at Saratoga, will hold its sessions this year at St. Albans, Vermont, beginning July 5. As St. Albans is less than 100 miles southeast of Montreal, and the round-trip ticket from Montreal can be obtained of the G. T. R. R. ticket agent at Montreal for $2.50 school teachers can use The Evening News excursion ticket, and leave Detroit on one of the regular trains July 1 or 2, stopping over at Montreal long enough to attend its sessions.

Length of Time.

How long is the regular excursion ticket good for?

For 14 days from time of starting, if not extended, and until Sept. 3 if they *are* extended by special certificates, issued gratuitously and described elsewhere.

What is the latest day on which I must be back at Detroit?

Sept. 3, provided your ticket has been extended.

Character and Number.

What will be the character of the party?

The parties of previous years have been largely of educational people—superintendents of schools, or teachers having the better class of salaries. A pleasure tour which involves the expenditure of from two to six weeks of time and from $40 to $50 of money is not apt to be patronized by a rabble. Your social standing will not be compromised by going with this party.

How many will go on each excursion?

Each excursion will be by itself upon a special train, which will not stop at the smaller places, but will remain longer at places where meals are to be obtained. Probably there will be about the same number aboard that there usually is upon any regular train.

Leaving Detroit.

Can I follow the excursion on any regular train?

Any one purchasing excursion tickets, and not desiring to go on the excursion train, can follow on any of the regular trains of the same or the day following. Thus, a ticket good for the first (July 1st) trip, will be accepted on any of the *regular* trains that leave Detroit on July 1st or 2d; one for the second or third, on the trains of July 14th or 15th or July 21st or 22d respectively. They will not be good, however, to use in leaving Detroit before or after or between these dates.

If I buy a ticket for the first excursion, and then conclude to go on the second, can I use the same ticket?

Yes. The tickets are all alike, and may be used on either of the dates mentioned, but not before or after or between these dates.

If I want to start July 4th can I use one of your excursion tickets?

No. The ticket is good to go only upon the days advertised, neither before nor afterward. You can return, however, any time you please within the time limited.

Sleeping Cars.

What sleeping car accommodations can be relied upon?

A train of five Pullman cars will be chartered for each trip, and berths large enough for two persons will be sold from Detroit to the White Mountains for $5. The price for the same to persons travelling by any of the regular trains will be $5.50. The berths on the excursion trains can be secured in advance by remitting to the manager of the excursion. Those on regular trains only as per usual ordinary travel.

Do you advise every one to take sleeping cars?

I do indeed. It will hardly be true economy to attempt a two days' trip, unrelieved by the rest and comfort to be found in the superb Pullmans.

If I write and engage a berth, will you reserve it?

Berths will be reserved in the *order of application*, and only where the whole amount is sent with the application, the same to be forfeited in case the berths are not taken.

How can I be sure to secure a berth?

By engaging it at least three or four days in advance of your excursion. When all the sections have been sold, applicants will be requested to wait until the next *regular train*, and go alone, as in ordinary travel.

If I purchase a berth for the first excursion, and then determine to go July 14th or 21st, will I have to lose what I have paid?

As each train of Pullmans has to be chartered and paid for, whether used or not, exchanges in sleeping-car berths cannot be made.

What will be the least that I will have to pay for sleeping car accommodations?

Six dollars each for the entire round trip, provided you have a traveling companion. Berths will be sold in advance only to the mountains, as previously described. Each will purchase his or her own in returning.

Stopping Off.

Can I stop over at any place on the route, and then continue the trip by myself on any regular train?

Certainly. The tickets are good on all regular trains.

How soon would it be possible for me to get to Boston if I didn't stop anywhere?

Two days.

Am I OBLIGED to go to Quebec on the return trip?

Not unless you wish to. Instead of going north from Richmond Junction to Quebec, you can go west to Montreal. By doing this you lose just so much of the ticket that you have paid for.

Traveling Alone.

As I am a single lady and will be traveling alone, will there be any way of finding some congenial companion?

Yes; without doubt. One of the pleasant features of the excursion is that so many pleasant acquaintances are formed, and ladies starting alone generally find some pleasant lady associate before the end of the second day.

Is there any advantage in two persons traveling together?

There is, in many ways that will naturally suggest themselves to the mind; one of them is reduction in expense of sleeping cars. Two persons can occupy a berth and divide the expense.

Baggage.

How much baggage can I take?

The same that you usually do in traveling.

How shall I have my baggage checked?

Check it from your starting place to Detroit, and as soon as you arrive in this city get it checked at the Grand Trunk R. R. baggage room (foot of Third street, Detroit) to Gorham, New Hampshire. Secure your ticket and have your baggage checked before you take time to look about the town.

How can I avoid having my baggage overhauled by revenue offices?

Check it from Detroit to Gorham, N. H., unless you wish to use it in Canada, and it will not be disturbed.

I wish to use my baggage in Montreal. How then?

Check it to Montreal, but at Sarnia it will have to be opened and examined; also at Island Pond, Vermont, when you again cross the border when leaving Canada. It would be less trouble to check trunks through to Gorham, and take what you want to use in Montreal in a hand bag.

Hotels.

What price will be charged at the various hotels?

A circular, giving full and explicit information, will be furnished on the train after starting. Discounts, ranging from 20 to 40 per cent. from their regular prices, have been secured at most of the hotels.

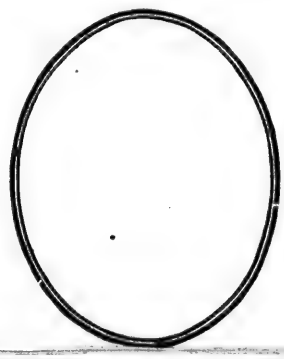
Give us a list of seaside cottages at moderate prices.

You will find a list of over 300 in the back part of this guide-book.

Extension of Time.

How can I secure an extension of my ticket?

By complying with the following conditions, which involve *no expense whatever*, and but a trifling expenditure of time. Neatly designed and engraved certificates have been prepared, upon which the photograph of the holder will be pasted. The certificates will be issued to any purchaser of excursion tickets, *without charge*, provided only that two unmounted photographs of holder are supplied, cut in the same form and a little smaller than this oval line.



It will be necessary, also, for the holder to sign an agreement not to sell his ticket. These conditions are required by the railroad as security against "scalping," and cannot be waived in any instance.

Who Supplies these extension certificates?

The manager of the excursion, W. H. Brearley.

Where can I get photographs?

You ought to know best. Anything that would be recognized as yourself will do. This matter should not be left till the last day or the last week.

How must the photographs be prepared?

They must be unmounted and cut to the size of the oval shown above. If you have common card photographs, take two and put them in a pan of water over night, in the morning the photographs will be found floating on the water separate from the card. Put them face downwards upon a table and pin the corners to prevent curling. When dry, cover the back of each with mucilage and leave till dry, then cut to the size of the oval so as to show the face in the centre. With photographs thus prepared it is but a moment's work to moisten the mucilage and affix them to the certificates.

Is it NECESSARY *to bring unmounted photographs, trimmed and gummed?*

Any one really desiring an extension can certainly comply with these very reasonable requirements. With the exact size and directions given above, the work costs nothing except a few minutes' time.

Where can I obtain photographs in Detroit?

Messrs. Taylor & Taylor, 244 Woodward avenue, will make a negative, and will supply two unmounted photographs *free of expense* to the one ordering them, provided only that the applicant has previously purchased an excursion ticket.

It may be impossible for me to sit for my photograph till the day before starting; how can I manage it?

Messrs. Taylor & Taylor will finish the photographs after the excursion has left Detroit, and will leave them at the office of The Detroit Evening News, where the certificates will be prepared and forwarded to any address you may direct.

Isn't there danger of my certificate getting mixed or lost?

None whatever. Messrs. Taylor & Taylor will be supplied with envelopesof two sizes. You will address one of the smaller envelopes to yourself, at any point in the east where you expect to be in a week or ten days, and stamp it with stamps that they will have for sale; this envelope will be placed inside a larger envelope, upon which the photographer will place your name and his office number and directions. When your photographs are finished they will be enclosed and the whole sent down to the office of the News, where each one will be taken out, one by one, and prepared and mailed.

Why have two photographs?

One is to be affixed to the extention certificate and the other is to be retained by the manager of the excursion as an additional security to the railroad.

Will not a "tin-type" do as well as a photograph?

No. A photograph is necessary, as a tintype cannot be pasted to the certificate.

If two or more send photos at one time, is it necessary to give name and address with each separately?

Yes.

Can I send photographs for extension certificate when remit for my ticket?

Yes; that is the best time.

Can't two persons have their photographs taken together on one card?

I desire each person's photograph separately.

Will I need a photograph of children traveling on half-fare tickets?

Yes.

Shall I put the photographs on my ticket after I get it?

No, the extention certificate is a separate thing, and must be obtained of W. H. Brearley.

Can tickets be extended beyond the 3rd of September?

They can not.

I don't care to have my ticket extended. Do I need photographs?

No.

Purchasing Tickets.

What is the price of tickets?

Twenty dollars for the round trip.

I have two children I wish to take; one of them is four and the other eight years of age. What will be charged for them?

Ten dollars for the two for the round trip, as children under five are free, and over five and under nine they are taken at half price.

Of whom are the tickets to be obtained?

Tickets will be sold only by the manager of the excursion, W. H. Brearley, at the office of the Detroit Evening News, 65 Shelby street, Detroit, Mich., and at the two offices of the Grand Trunk R. R in Detroit.

How shall I remit for my excursion and sleeping-car tickets?

Send registered letter, drafts on New York or post-office order, made payable to W. H Brearley.

Will there be time to purchase tickets after I get to Detroit?

Yes. Better get them in advance by mail, however, than to wait until the hour of starting.

What do I gain by purchasing tickets two or three weeks before starting?

The first applicants, of course, have first choice of sleeping car accommodations, and avoid all hurry and anxiety at the time of starting.

If I purchase several tickets can I get them at reduced rates?

The price is already made as low as possible. Two thousand miles of pleasure travel for $20 is the best that can be done.

Will any of the tickets be placed on sale outside of Detroit?

They will not. Anyone intending to purchase can transact the business by mail with safety.

Do you desire any agents to sell tickets?

I do not; the price of the ticket is too low to admit of an agent's commission.

When shall I get the $5 White Mountains coupon ticket, and from whom?

They will be for sale only by W. H. Brearley, and while they may be purchased on board the excursion trains, it would be better to purchase them in advance.

Additional Expenses.

How much money ought I to take along besides my ticket?

It is best to take plenty along to cover any emergency that might arise. Forty or fifty dollars would be safe amounts, though it need not all be spent. This question is often asked, and is the most difficult to answer. It depends upon the habits and taste of the person. Many have kept their expenses inside of $30.

Getting to Detroit.

What will the price be to Detroit, to connect with your excursion?

Several of the railroads have given special rates, two of them half rates. Full details will be given in the new guide-book, which will be sent to any address (about June 1), on receipt of thirty cents.

The Guide Book.

What is the price of the Guide Book?

30 cents, which will include one of the photographs described on page 2.

Does this guide-book differ from those of preceding years?

It is of almost entirely new matter and will be of value to the general summer traveller as well as to members of these excursions. The title page is a handsome design, lithographed in ten colors by the Calvert Lithograph Co., of Detroit, from a painting by Miss Minnie Brearley. It represents a sea shell, with a beautiful moonlight marine view in it, and is surrounded with sea-moss, shown in its natural colors. The cover is a work of art, and is alone worth the price of the book.

What photographs are you intending to give away with the guide-book?

One of the collection of 25 fine views taken by Mr Moody R. Freeman, a well known Detroit photographer, who accompanied the 1880 excursion. The photograph will be of my own selection.

How can I get any particular photograph I want?

I will send any photograph you may order from the list for 30 cents, for the photograph alone, and without the guide-book. A descriptive list of these 25 photographs is given on page 2 of this guide.

Asking Questions.

Any objection to my writing and asking as many questions as I like?

None in the least; only inclose a stamp for reply, please. The questions given above are a few that appear in the manager's note-book and fairly represent those usually asked. So far as they cover your necessities they may be received as conveying my best information. Circulars will be sent to any address on receipt of stamp.

W. H. BREARLEY,
Office, Detroit Evening News.

THE EXPERIENCE OF FORMER EXCURSIONS.

THE OPINION OF THE SECOND ANNUAL (1878) EXCURSION PARTY.

An informal meeting of the entire party was held July 10th, 1878, at the Glen house, White Mountains, and the following resolutions were adopted:

WHEREAS, In view of the fact that at this point some of our party will probably leave, so that as a whole, we shall not meet again; therefore,

Resolved, That we hereby express to the projector and manager of the enterprise, Mr. W. H. Brearley, of the Detroit EVENING NEWS, our earnest commendation for the admirable manner in which the programme has been carried out, and the very ample provision made for the comfort and convenience of all.

Resolved further, That we extend to him our cordial and heartfelt thanks for the unfailing courtesy, unwearying patience and untiring kindness which have marked his association with us; and that we trust he and his estimable lady may live to lead many another excursion in which may it be our good fortune to be included.

THE OPINION OF THE THIRD (1879) EXCURSION PARTY.

The following resolutions were adopted at a gathering of the 1879 party, at the Glen House, July 11th, 1879:

Resolved, That we, the members of the Third Annual Excursion of the Detroit EVENING NEWS tender our heartiest thanks to W. H. Brearley, Esq., our efficient and gentlemanly manager, for his uniform kindness and courtesy, and for the great pleasure and enjoyment we have obtained through his instrumentality, and say to him that he serves his country best who serves his excursion party best.

Resolved, That to the Messrs. Milliken of the Glen House we owe many thanks for the careful and generous manner in which they have catered to our creature wants and administered to our comfort and enjoyment in every way, and we take pleasure in saying "may they live long and prosper."

THE OPINION OF THE FOURTH (1880) EXCURSION PARTY.

A meeting was held in the parlors of the Glen House July 12th, and the following resolution was unanimously adopted:

Resolved, That we tender to Mr. W. H. Brearley, manager of this excursion, our sincere thanks for his untiring interest, and for our pleasure and comfort while under his charge; and, that the pleasant recollections of such a pleasant time will never be forgotten.

Opinions of Members of the 1880 Excursion.

Enjoyed Myself Hugely.

I am more than pleased with the trip I took last summer with your party. In fact I enjoyed myself so hugely that I am thinking seriously of again being one of your party.

R. C. THOMSON,
Delaware, Ohio.

Cheapest and Best.

W. H. BREARLEY, ESQ.

Dear Sir. - I enjoyed your party so much last year that I feel as though I should like to go again. The whole trip was one of constant pleasure. I enjoyed everything from the drenching at the foot of Montmorenci Falls to the chill on Mt. Washington. My friends believe with me that your excursions are the cheapest and best for recreation. Respectfully yours,

LIBBIE CHESEBRO,
Grand Rapids, Mich.

We Shall Try to go Every Year.

OWOSSO, MICH.

MR. W H. BREARLEY,

DEAR SIR:—Myself and wife accompanied your excursion last year to the White Mountains, and to the sea, and we have never wearied since in relating to our friends the pleasures we enjoyed, and the wonders we saw. We cannot praise too highly the admirable management of the excursion that prevents confusion and contemplates the pleasure and comfort of the company at every point, and which makes them a unit in sociability and enjoyment. We shall try to go every year.

Yours truly,
C. C. DAVIS.

Going to Try it Again.

W. H. BREARLEY, ESQ.

Dear Sir.—I was so well pleased with last year's excursion that I am going to try it again this year. Have induced a friend to go with me as traveling companion. Respectfully.

MRS. N. W. SCHOFF,
Ann Arbor, Mich.

A Maximum Pleasure for a Minimum Expense.

W. H. BREARLEY, ESQ., Detroit.

My family and myself were members of the Evening News excursion party last summer and wish to say that the accommodations furnished, the attention shown us, and the magnificent scenery passed through, gave us a maximum pleasure for a minimum expense, and will be satisfactory to any one but a constitutional croaker. Truly yours,

L. M. CURTISS,
105 Griswold st.,
Detroit.

Gentlemanly Attention to the Wants of All.

W. H. BREARLEY, ESQ.,

DEAR SIR:—I take pleasure in bearing testimony to that very delightful trip with the Evening News excursion of last year. Also the gentlemanly kindness and attention displayed by you in attending to the wants of all the party. We had plenty of room, and everyone seemed to be happy and full of enjoyment. There can be no pleasanter route to the sea, and no pleasanter points to visit there than Salisbury and Hampton Beaches. Yours truly,

C. M MORRILL.
Lawton, Mich.

FROM DETROIT TO THE SEA.

Fifth Season, 3 Excursions. Cool Northern Route. Distance 2,033 miles.

W. H. BREARLEY, DETROIT, MICH.

Leaves Detroit July 1, 14 & 31. Time 14 days or till Sept. 3. Round Trip, $20.00.

THE FIRST EXCURSION.

THE first of the three pleasure tours of the present season will leave Detroit Friday, July 1st at 9 A. M. (an hour and a quarter after the regular morning train) from the Union depot, foot of Third st As the first three pages of this guide book are devoted to specific information about checking baggage, procuring sleeping car berths etc ,etc., their contents need not be recapitulated here. No one should disregard the oft-repeated advice to *procure the excursion and sleeping car tickets in advance*, and it is presumed that each one will be thus provided before arriving at Detroit.

THE FIRST DAY.

The route from Detroit to Port Huron runs through a farming region that is plentifully supplied with small villages, as may be seen by consulting the large map in the front of this guide.

PORT HURON

Is a city of 10,000 population settled in 1819, and incorporated in 1857. It is situated on the west bank of St Clair river. Two miles beyond is the little village of

FORT GRATIOT,

So styled from the military post at one time established there. This is the termination of the route in Michigan, and the cars will be transferred by an iron ferry steamer across the river, which at this point is very narrow and deep. The

ST CLAIR RIVER

Is 40 miles long and half mile wide, and is a strait connecting Lake Huron (250 miles long by 190 miles wide, having an area of 21,000 square miles, and an average depth of 900 feet) with Lake St Clair (30 miles long by 12 miles wide, with an area of 360 square miles).

At the head of the river and within sight of the crossing, stands a fine U. S. Light House.

The national boundary, in the middle of the river will not be found an impediment to

FOREIGN TRAVEL.

A Canadian official will pass through the train while crossing, to examine hand baggage He generally glances at the contents without touching them, and after asking direct: "Have you any dutiable goods?" and being assured that the bag contains only your necessary traveling outfit, he passes quietly on to the next. The

PROVINCE OF ONTARIO,

Now entered for the first time, is one of the Canadian provinces, formerly known as Upper Canada or Canada West. It has an area of 107,780 square miles, and a population (census of 1871,) of 1,620,850 or considerably more than the State of Michigan. Ontario belonged to the French from early in the 17th century until 1763, when it passed into the hands of the English. Its present provincial status dates from 1867.

AT POINT EDWARD,

Which is two miles below Port Sarnia, and has a population of 1,000, and is 168 miles west of Toronto, the train will take the G.T.R.R. track and run half a mile from the ferry slip to the depot where Canadian officials will examine baggage. Trunks that have been checked from Detroit to Gorham, N. H., or to Portland, will not be molested. Baggage that is checked to any place *in* Canada, however, will be removed from the baggage car, and will not be replaced until after the owner has unlocked it, and allowed an examination. The train will now run on Toronto time (14 minutes faster than Detroit time) until it arrives at Toronto.

Between Point Edwards and Stratford, where the excursion will dine at about 2 o'clock, there are a number of small towns which are sufficiently described for the purposes of this book by their names on the map. The gentlemen are respectfully requested not to perpetrate any puns or Pickwickian quotations while passing the town of Widder.

STRATFORD

Has a population of 4,500, and is situated on the Avon river, 88 miles west of Toronto. A branch of the Grand Trunk R. R. crosses the main line at Stratford, connecting Goderich on Lake Huron with Buffalo.

East of Stratford the intermediate places before arriving at Toronto will not require separate mention, with the exception, perhaps of

GUELPH,

A fine manufacturing town of 6,878 population on the river Speed. A fall in the river of 30 feet gives excellent water power, and is the secret of the appearance of thrift throughout the town.

TORONTO

Will be visited on the return trip; when time will be given for stopping over, and making a thorough inspection of this fine city. "Toronto" and "supper" will be synonymous terms, until—after supper. This can be secured on the arrival of the train at 6 P. M. Toronto was founded by Governor Simcoe, in 1794, and was capital of Upper Canada till 1841. Everything in it of importance, however, besides the name, which at that time was "York," was burned by United States troops in 1813. Its present population is about 70,000, and it ranks second in Canada in commercial importance.

MAKING A NIGHT OF IT.

The seven hours' night ride of 161 miles from Toronto to Kingston will be spent in the traveler's "home"—a Pullman sleeper—in faithful imitation of the historical seven. The scenery that is *lost* during the night will be *found* again, when on the return trip, this part of the route will be passed in the daytime.

THE SECOND DAY, JULY 2D.

Kingston is reached at about 4 A. M., and the sleeping cars will be backed down a side track to the dock where the steamer from Toronto will be found waiting to take the excursion aboard, before resuming her course down the St. Lawrence River, about 5 o'clock. As the same sleeping cars will be resumed on leaving Montreal, those who desire can leave hand baggage in care of the porter; taking wraps to use on the river, however. The city of

KINGSTON,

Which has a population of 15,000, was founded in 1672, by Governer DeCourcelles, receiving the name of Fort Cataraqui. Later, a massive stone fort was built by Count De Frontenac, and received his name. In 1762 the place was taken by the British, who gave it its present name. As a place of defense it stands next in strength to Quebec. The batteries of Fort Henry are calculated for the reception of numerous cannon and mortars of the largest calibre. These, together with neighboring martello towers, form a formidable and efficient defense against any aggressive movement which might be directed against the city.

These fortifications are seen to excellent advantage from the steamer soon after it leaves the dock. The steamer which will be taken belongs to the Richelieu and Ontario Navigation Co.

Breakfast and dinner will be served on board the steamer, tickets for which can be secured at the office of the purser on the lower deck for 50 cents each.

A DAY ON THE ST. LAWRENCE.

The day will be spent on the river, passing through the Thousand Islands and famous Rapids, arriving at Montreal at 7 P. M. Saturday afternoon.

ON ARRIVING

At Montreal the steamer will enter the lock at the mouth of the Lachine Canal, and the gates being closed and the water let in underneath the steamer, the deck of the steamer will soon rise to a level with the dock. A mob of hackmen will do the honors of your reception, and in the absence of sufficient police regulation the tourist is compelled to make quick and arbitrary selection of the hack or carriage desired. The hack fare will be twenty-five cents.

SUNDAY, JULY 3D, AT MONTREAL.

Owing to the probable diversity of opinion as to the length of time that it would be desirable to spend at Montreal, it has seemed best to stop over going east only one day (Sunday), reserving the leisurely inspection of the city for the return trip.

The train will be again taken at 9:45 P. M., July 3. The same sleeping cars that were vacated at Kingston Saturday morning will be in waiting, so that each one will be able to re-occupy the berth previously used. Watches will be turned ahead again, for Montreal time is 38 minutes faster than Detroit, and 23½ minutes faster than Toronto time

CROSSING THE LINE.

The train will arrive at Island Pond, Vermont between five and six o'clock the morning of July 4th. At this place all baggage checked from any point in Canada will be opened and examined by U. S. custom house officers. An excellent breakfast is served at the Island Pond House, near and overlooking the station

MOUNTAIN VIEWS.

The first of the mountain views are obtained here. As the excursion will not reach the Glen House until after 10 A. M., all should secure breakfast at Island Pond. From this point on, the scenery will be found constantly increasing in interest, and will command attention from the car windows.

THE STRATFORD PEAKS

are twin peaks to the left of the train, after passing Groveton Junction, that attract attention as they form a fancied statuesque appearance.

An extra coupon ticket for the staging in the mountains will be for sale for $5.00 and can be procured only from the manager of this excursion,—The same service to those traveling without these tickets is double this amount.

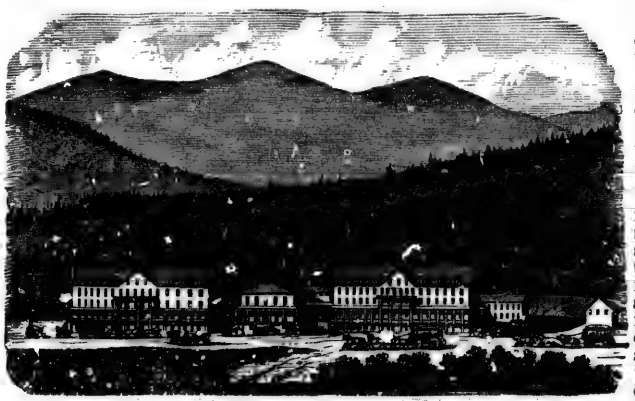
On alighting at Gorham, stages for the Glen House will be in waiting, and the cool mountain air will be found most enjoyable.

GORHAM,

Which is 772 miles from Detroit by the route traveled, 208 miles from Montreal, and 91 miles from Portland is a place of about 1,000 permanent population, on the Androscoggin river. In the summer months, however, the tourists gather here from every point of the compass, and the place is lively and interesting. Its proximity to the mountains forms its sole attraction, although Mt. Washington cannot be seen until the party arrives at or near the Glen House. The large hotel at the left is the Alpine House, owned by W. & C. R. Milliken, the proprietors of the Glen House, which is eight miles away up in the mountains. Here the cars are exchanged for coaches, and the railroad for the mountain road which follows up the banks of the

PEABODY RIVER

To the Glen. The road from Gorham to the Glen crosses and recrosses this little river, which, after heavy rains or in the spring, when the snow melts on the mountains, is a noisy, rushing mountain torrent. The river is filled and environed with huge masses of rocks, with which nature has produced many picturesque effects



THE GLEN HOUSE.

Is situated at the immediate base of the Mt. Washington (or Presidential) range, and the view from the piazza of the hotel is one of the finest in the mountains. The sharp pointed peak directly in front of the hotel is Mt. Adams, 5,794 feet high—to the left is what appears to be a triple-pointed mountain, but which in reality, consists of three peaks, the first being Mt. Jefferson, 5,714 feet high, next Mt. Clay, 5,552 feet high, and farthest to the left is Mt. Washington, which although apparently a lesser peak, is really 6,293 feet high, being the loftiest of them all. The distance to the summit of Mt. Washington from the Glen House is eight miles, and the carriage road lies over Mts. Jefferson and Clay. The summits of these peaks are frequently

CAPPED IN THE CLOUDS,

Which gives a better idea of the height than any guide book statistics can possibly do. The Glen House is most favorably located of all the hotels in the mountains to obtain views of this range—the house itself is one of the largest in the United States, is lighted with gas, and has every modern improvement. The proprietors, Messrs. W. & C. R. Milliken, are thorough hotel men, and their success is the best evidence that they thoroughly understand how to cater to the wants of the traveling public. The excursion party will spend two or more days at the Glen House, which will give ample time to ascend Mt. Washington, visit

GLEN ELLIS

And Crystal Cascade Falls, with a margin left for fishing for brook trout in the Peabody river, or strolling *ad libitum*. While the excursionists are visiting these falls, Monday afternoon July 4th (the advised plan) the manager of the excursion will take his $500 collection of

FIRE WORKS,

And make the ascension of Mt. Washington, leaving the party at the Glen House at the base. That evening, provided of course the summit is not enveloped in clouds, the fire works will be burned to the delectation of distant observers. Not the least of the attractions at the Glen House is the table, at which the tourist is generally a most devoted and appreciative attendant. The fare is unexcelled and the service is a novelty in diningroom management, for the waiters are all college students who spend their vacations in recuperating at the mountains and at the same time replenishing their depleted purses.

THE ASCENSION

Of Mt. Washington on the forenoon of Tuesday July 5th will be *la creme de la creme* of the mountain experience. The railway and bridle path run up from the west side, but for beauty and variety of scenery nothing else equals the carriage-road from the Glen Having satisfied yourself by looking through the telescope at the Glen House, that the speck upon the distant summit is the Summit House, where you hope after a four or five hours' ride to take dinner, it will behoove you to put a shawl or overcoat *under* and yourself *upon* the seat of the carriage at the door, and allow the driver to give free rein to his team of six horses.

Whenever eight or ten wish to make the ascension and apply at the office of the Glen House, a mountain carriage drawn by six horses will be forthwith supplied.

RIDING UP STAIRS.

From the base to the summit the grade is a constant ascent, varying from 5 to 25 degrees, and for the first third of the distance is buried in the dense foliage of the forests upon the lower side. The sultry temperature of the valley below is exchanged for the exhilarating mountain air, which becomes cool and bracing. It is wholly unlike and distinct from any lowland air, and will be breathed in with delight as a new and enjoyable experience.

As you ascend you will see that the mountain ash, with its scarlet berries, and other small varieties of trees are substitutes for the great forest trees which were seen near the base.

THE FIRST VIEW

Is a great satisfaction, although you take it by "snatches," the brush upon the side of the road being frequently tall enough to interrupt the view. Finally, at the

HALF-WAY HOUSE

The prospect suddenly opens, and a vast panorama of indescribable grandeur and beauty invites attention.

The vocabulary of exclamations that are here thrown on the wind, is much too "numerous" for the limits of this guide-book. The accumulation of "Ohs!" and "Ahs!" and the like, that have been prepared by constant practice on the earlier part of the ride, will soon be expended, and the excursionist will sit in silence before the impressive scene, realizing only the quick heart-beats and the inability to express the natural emotions. It is only a step, however.

FROM THE SUBLIME TO THE RIDICULOUS.

For, if you do as all your predecessors have done and as strict orthodoxy requires, you will get out at the Half-Way House (a little wood shanty), and ask the "landlord" (who cooks for the workmen upon the carriage road), if he has any spruce gum!

SHAWLS AND OVERCOATS

Are generally donned before proceeding, and found to be seasonable and comfortable. Little vegetation is passed on the remainder of the ascent, excepting "scrubs," whose gnarled roots seem to be crawling over the rocks like so many snakes; short evergreens with their limbs reaching toward the south, which show the direction and power of the winds in winter; and lastly, the mosses and tiny daisies on the very summit.

STEPPING HEAVENWARD.

So greatly do the views enlarge as you progress, that you feel chagrined at having exhausted your very best remarks on so inferior an occasion as you now feel the Half-way House to have been.

MT. WASHINGTON RAILWAY.

Try to get to the summit by 2 p. m., as at this time the train, which makes two round trips a day, will start down the west side. The times for the trains starting *from the base* are at 10 a. m. and 5:15 p. m., and at 7 a. m. and 2 p. m. *from the summit*. This railway is 6¾ miles long and rises over 5,000 feet in making the ascent. The fare is three dollars up the mountain, three dollars down.

THE SUMMIT HOUSE

Is the first place sought after arriving at the summit, and a circle with extended hands gathers around the stoves, for the thermometer will probably stand at about 45°.

In 1877 the record shows a fluctuation between 40° and 60°, with 50° as an average. Snow fell on the 22d of June and 3d of September of that year, but none between. The hotel is a long low white, frame building securely chained to the rocks. It contains one hundred sleeping rooms, well furnished and warmed by steam, so that its patrons are as comfortable and as well served as at any hotel among the mountains. The table is first class, and Mrs. J. W. Dodge, manager, states that no pains will be spared to make its patrons feel that they can pass a day or a night above the clouds with as much comfort as they can below.

AMONG THE CLOUDS

There are two other buildings of interest to the tourists on the summit of Mt. Washington—the signal service station and the office of the only daily paper ever published among the clouds. It is called *Among the Clouds*, and is edited and printed in the old Tip-top House (that was formerly the only hotel on the summit), by Henry E. Burt.

ACCESSIBLE POINTS OF INTEREST.

Among the places that can be reached from the summit are Tuckerman's Ravine, where can be seen the Fall of a Thousand Streams, the Lake of the Clouds, the Great Gulf, Huntington's Ravine, the Alpine Garden and many others equally interesting. Excursions to these points give a far better idea of the wildness and vastness of this mountain peak than any description can do. *No one should attempt to visit them without a competent guide, however.*

NOT TOO HIGH FOR LITIGATION.

More than $35,000 has been spent in lawsuits about the ownership of the top of the mountain, the contestants being a Mr. Bellows, of Exeter, and Coe & Pingree, of Salem and Bangor. The latter finally compromised by purchasing Bellows' claims.

THE GENERAL VIEW

Has justly been called "an epic landscape." The English Alpestrian, Latrobe, said that it was magnificent, but gloomy. The view line sweeps around a circumference of nearly 1,000 miles, embracing parts of five States and the Province of Quebec. Within the vast circle are seen scores of villages and hamlets and hundreds of mountains, together with the widening valleys of the chief rivers of New England.

THE CLOUD SCENES.

It would be a misfortune indeed not to witness the wonderful transformations of clouds that are often spread out beneath the level of the summit, in the most active and beautiful of panoramas. The writer once witnessed a thunder-storm over the valley southeast of the summit, when the tops of the clouds were lower than the rocks from which it was viewed.

THE DESCENT

Is made in one-quarter of the time it takes to make the ascent, the eight miles from the Summit House to the Glen House being frequently made in less than one hour.

DISBANDING.

The evening of July 5 will be spent at the Glen House parlors. The regular rate of board at the Glen House is $4.50 per day, but to members of the excursion it will be $3 60 for as long as they wish to remain From this time on, the route of the excursion will be followed by each separately, and as each one shall select.

LEAVING THE MOUNTAINS.

It will be difficult to express the regret with which the stages for Gorham will be taken on the morning of July 6th. Leaving Gorham, by Grand Trunk R. R. again, the 91 miles to Portland is soon passed.

SHELBURNE

Is five miles from Gorham. To the right of the station is seen the Winthrop House, with Mt. Winthrop towering over it. Granny Starbird's Ledge is passed just before reaching the station.

GILEAD,

Which is the first town we reach in the State of Maine, is six miles from Shelburne Station. It is hemmed in by lofty mountains. Fine views of Mts. Washington, Adams and Jefferson, may be had from the right.

WEST BETHEL

Is ten miles nearer Portland. When within five miles of the station the train passes Tumble Down Dick and crosses Wild River on a bridge 250 feet long. Just before arriving at West Bethel the railway crosses Pleasant River.

BETHEL.

The railroad leaves the Androscoggin river at this place, a companionship we shall be loth to abandon. Locke Mountain lies to the left and Sparrow Hawk Mountain on the right. In the extreme right are the peaks of Speckled Mountain and the Sunday River White Cap.

LOCKE'S MILLS.

Is the name of a station 65 miles from Portland, located near South Pond. After passing the station the train crosses Alder Stream, along which are some beautiful glens.

BRYANT'S POND,

Which is 700 feet above the level of the sea, lies near the base of Mt. Christopher. It boasts, also, of a water view, i e., the pond from which it is named

WEST PARIS

Is 55 miles or about two hours from Portland. To the left the town of Paris may be seen on the side of the distant hills. Just before reaching the station, the railroad goes down a steep grade of 60 feet to the mile. The next nine stations are of no special importance to the tourist, and will be omitted from this description.

FALMOUTH

Is within five miles of Portland, near Casco Bay, which may be seen on the left. The salt breezes will be more "visible," however, than the salt water. Just beyond Falmouth the train crosses the Presumpscott River on a bridge 500 feet long. Passing through the town of Westbrook, the railroad crosses Back Cove and Munjoy Hill, and arrives at

PORTLAND,

Where connection can be made at once, if desired, with the Beach or with Boston. For full information and advice as to where to spend your time from this time or until you are ready to return, see the classified list of summer resorts at the back of this guide.

SOUVENIRS OF THE SEA-SHORE

can be found in a stroll along nearly any one of the beaches, wherever there are sharp edged rocks to catch and retain them from the ebbing tide. There are not many handsome shells to be gathered on the coast of the Northern Atlantic, but different varieties of star fish and horse-shoe crabs, etc, are often seen strewn along the beach, and these when dead are so hard and dry, that they are as easily carried as a shell. If they are alive when found, they will die at once, on being put into fresh water. In some places along the coast great quantities of beautiful algæ, or sea-moss are found: in other places only an occasional fragment is swept in by the waves Look for sea-moss among the rocks, or else gather the loose and floating fragments while bathing. Any one wishing to preserve this can easily do so by preparing some cards of bristol-board, of any size required, selecting some fragments of the moss, (the fine sprays are

better than the coarse) and, placing one in a bowl of water, let it float out in its natural shape; then dip a card under it and before lifting it out of the water, take a pin and carefully push each little spray where you want it to lie; then lift the card carefully out of the water and place it on some flat surface where it will dry. The moss is gluey enough to adhere to the card, and an album of such specimens is as pretty as a collection of little water-color paintings, from which one can hardly distinguish them. The representation of sea-moss on the cover of this guide book is but slightly over colored, and represents a few of the many forms in which it is to be found.

SURF-BATHING,

Like the motion to adjourn, is always in order, but will be most enjoyed two or three hours before sunset.

"Two are company, but three are none," may qualify the enjoyment of strolling on the beach in the morning when Romeo and Juliet desire to see what mosses, star or jelly fish the ebbing tide has left stranded on the sand, but "two" are not "company" while bathing in the surf by any manner of means. Fifty are few enough, but one hundred are better.

When the declining sun crowds the beach with promenaders, then it is that the most bashful and diffident of the ladies of the party will emerge from the little bathing houses, in a costume that would create a positive sensation in the hotel parlor, and striding through the ranks of admiring spectators with a reckless abandon, wade boldly out into the surf. Suffer a suggestion. Let from two to ten take hold of hands in the water "middle deep," facing the audience and with backs to the sea. The first wave that rolls in simply buoys, but is not large enough to break. The second, mayhap, is larger and lifts the bathers from their feet; but save breath for the traditional "seventh wave:" the result of this encounter will be generally thought to be too ludicrous to be seriously described.

YACHTING AND FISHING

Yacht riding and fishing will be found to be among the most enjoyable treats at the seashore. The *modus operandi* is as follows: Let eight or ten make up a yacht party and engage any one of the dozen or more yacht proprietors who will be found lying on the sand of any of the beaches. The bargain should cover use of fishing tackle and transportation from dry land back to dry land, and for the time intervening, at so much an hour.

The second part consists in the beforementioned proprietor rolling up his pants and otherwise preparing to carry the gentlemen on his back and the ladies in his arms to the small boat, which he will afterwards push through the surf to the yacht, which is lying at anchor out in deeper water. The yacht will skim out to sea, to locations the skipper will recognize as favorable for fishing, where anchor will be cast and fishing by drop-line, over the side of the boat, will be found interesting and oftentimes an exciting sport. The return trip simply reverses the order, and is more conducive to hilarity than decorum. A clam bake, is another thing that visitors to the sea-side should always participate in. As this is an institution those living far inland can never enjoy at home, it will be something to enjoy *en passant*, and something to remember. The proprietors of any of the sea-side hotels will arrange a clam bake upon application, at prices depending upon the number participating.

THE RETURN TRIP.

The route from Portland to Quebec lies over the Grand Trunk R. R. back again through the White Mountains to Richmond Junction and thence north to Point Levi, opposite Quebec. No one should neglect to spend at least a day in this quaint old city. Another night's ride will suffice to reach Montreal, where a week might be profitably spent.

LEAVING MONTREAL

At 9:45 P. M. you will arrive at Toronto the next morning. The G. T. R. R. ticket agent at the depot will have round trip tickets to Niagara Falls for sale for $2. The short trip across Lake Ontario, and a day at

NIAGARA FALLS

will well repay the time required. For description of the Falls see classified list at the back of this guide.

DETROIT AGAIN.

Those who are not residents of Detroit should not, on their return, ignore the many inducements offered to pleasure seekers. The city is a beautiful one, with many historical associations.

THE SECOND EXCURSION.

THE second of the three pleasure tours for 1881, will leave Detroit at 9 A. M. Thursday, July 14th, by special train. The route will be the same as the first excursion, and will also be personally conducted by W. H. Brearley. Friday will be spent on the St. Lawrence River, and Montreal will be reached at 7 P. M. the same evening. Leaving the inspection of this city until the return trip, the train will be taken at 9:45 P. M. arriving at the mountains Saturday morning. Sunday will be spent at the Glen House in the mountains.

The ascension of Mt. Washington will be made on Monday, and Monday evening the excursion as a party will disband, to continue the tour and return separately and as each shall desire. Tickets that may have been purchased for the first excursion can be used this or any regular Grand Trunk R. R. train leaving Detroit, July 14th or 15th.

THE THIRD EXCURSION.

ON Thursday, July 21st, the third of the 1881 excursions, will leave Detroit by special train at 9 A. M. The route over the Grand Trunk R. R. is fully described in the chapter devoted to the first excursion and in all other respects, save only date of leaving Detroit, is the same as second excursion. Tickets that may have been purchased with the intention of going on the 1st or 2nd excursion may be used on this, and will also be accepted on any of the regular Grand Trunk trains that leave Detroit on July 21st or 22d, but not at a later date. Sleeping car berths that are purchased for any special excursion will have to be used on the date given when purchase is made and cannot be transferred.

A TWO WEEKS TRIP.*

A JOURNEY from Detroit to the Sea, or a Vacation in the White Mountains, as per advertisement and guide book in detail, was a tempting bait to a person of limited means but high aspirations. And so it came to pass that that person was found among the excursionists that set their faces eastward on a Grand Trunk R. R. train on the 7th day of July in the year of our Lord 1879.

The present intention of the person aforesaid is simply to recall such little incidents or features of the trip as, having served to interest or amuse the travelers, may do the same service for others.

THE ROUTE OUTLINED.

It may be expedient, however, at the start to briefly outline the successive steps of the journey in order to give a clear idea of the diversified character of the route and to save repetitions and explanations. Briefly then as follows: A ride of a day and a night on the Grand Trunk R. R. to Kingston. Thence by steamer down the St. Lawrence, past the Thousand Islands and through the famous rapids by daylight to Montreal. Another night's travel by rail to Gorham, N. H. Thence by six-horse coaches up into the mountains. Two days in the mountains, including ascent to the summit of Mt. Washington. Train to Portland and half a day's observation s from its fine outlooks. Thence to Boston. Two days in this city of historical and modern intellectual associations. Four hours ride by rail to the Beach, and two days' sojourn among its watery attractions. Back to Portland and thence by the Grand Trunk R. R. night cars to Quebec. A day at this quaint old city. Back again to Montreal. A day at that place and thence back to Detroit—stopping over, however, a day at Toronto for a 60 mile trip across lake Ontario to Niagara Falls and back, 2,000 miles of travel and sight-seeing, enough for half a life-time, in 12 days.

THE RAPIDS OF THE ST. LAWRENCE.

The trip by steamer down the St. Lawrence from the old fortified city of Kingston to Montreal was one of solid satisfaction. The shooting of the rapids was ac-

*The experience of a lady member of the Third (1879) Excursion.

complished with the proper degree of enthusiasm and the customary chorus of ahs and ohs and ejaculatory adjectives.

Jean Baptiste, the celebrated Indian pilot whose unerring eye and skillful hand have guided every vessel that for the past 30 years has stemmed the current of the Lachine rapids, was less a hero in personal appearance and make-up than imagination had limned him. Stripped of his traditional feathers, war paint and scalp locks, the "noble red man" becomes a low-browed, heavy featured, type of the genus homo: and this not least Roman of them all was simply a dull, swarthy, uncouth "huge hill of flesh" to look upon. But he knew his business; and he did it—which, after all, is the main thing.

The sky was lowering as the Corinthian entered the Lachine rapids. Before and around us was a seething surging mass of waters, whose waves beat angrily against the sullen rocks that bounded the narrow channel through which alone the vessel had right of way, and chanted the wild refrain that might easily have been interpreted as the shriek of the water wraith. It was a scene for an artist, had there been one there to sketch it The four men at the wheel, with the concentration of a desperate energy written in their faces and in the tension of every nerve and sinew of athletic bodies; the stolid, passionless face of the leader converted into a painful intensity of expression, and his Falstaffian proportions seeming to grow Herculean for the nonce; the vessel struggling with her destiny in the hands of her masters; and around and above all the wild, weird elements of nature. For a brief period a sense of delicious awe crept over the party, and the boldest held his breath for a time.

MONTREAL.

Art's surprises follow closely on Nature, and as we near Montreal we look with wonder and admiration on the stupendous tubular iron cone that there spans the river. Robert Stephenson's crowning work, the Victoria Bridge. No time for dallying. Only a rapid ride to one of the finest hostelries of the country, the Windsor Hotel, where the inner man is bountifully supplied with the best of viands, and away again on the speeding train, where a comfortable night's rest fits us for the next day's enjoyment.

PICTURESQUE SCENERY.

The route along the southern branch of the Grand Trunk railway as it crosses the northeastern part of Vermont and takes a southeasterly course down through New Hampshire to the White Mountains, is beautiful, even beyond imagination—far beyond description. The richest of verdure, the fairest of flowers; field, forest and lake; sparkling brook and winding river; rugged cliff and sloping dale: and before and beyond and in every direction towering up the eternal hills, presenting to the vision constantly changing and ever more beautiful aspects of nature. Of such scenery the eye could never weary.

At Gorham we leave behind us the rush and bustle and turmoil of civilization—the shriek of the locomotive, the clangor of bells, the hoarse cries of the peripatetic vender of wares—all the sights and sounds that have become a weariness of spirit. Six horse coaches bear us onward and upward to rest and quiet, mountain breezes, visions of grandeur and peace of mind.

A MODEL HOTEL

The Glen House, situated just at the base of what is known as the Presidential range of mountains, is pre-eminently the place for recuperation of mind and body. Its location is marvelously well chosen, commanding some of the finest views on the mountains In all departments it is a model hostelry There is little ostentation but there is perfect order and comfort, and the cooking—no unimportant consideration to a man in search of health—is not to be excelled anywhere.

CULTURED WAITERS.

Another pleasant feature of the dining room is the attendance. It is much more agreeable to have your plate removed or your coffee handed you by a gentleman than by a flunkey or a boor. And the waiters at the Glen House *are* gentlemen, of courtly manners, quick intelligence, and some familiarity with table etiquette—students, all of them, from Yale, Harvard, Amherst and other colleges, who are ad to avail themselves of the opportunity here offered of recruiting their health and replenishing purses during the long summer vacation. The head waiter was a tutor in some high institute of learning—it doesn't matter where. This sort of attendance has a tendency also to induce reciprocal courtesy. A man, be he ever so dominating and exacting, can't very well order about or swear at a young gentleman in immaculate dress and of faultless bearing, who knows more about the differential calculus than the guest does of the multiplication table, and is as familiar with Homer and Plato in the original as his patron is with—well, let us say L'Assommoir, or The Mysteries of Paris.

This same Glen House is a favorite summer resort of people from the eastern states who want to get away from business thralls, and loaf after a comfortable fashion.

JOSH BILLINGS

is a regular summer guest, spending his days in angling for trout in the mountain brooks, or lounging about the hotel, as the fancy takes him, telling stories, exchanging jokes, and flashing repartee after his own droll fashion.

MT. WASHINGTON.

The day we ascended to the summit of Mt. Washington was warm enough to make the additional wraps

we carried with us entirely superfluous; but that this was a rare occurrence was clearly to be seen, by the immense stoves that were even then radiating volumes of heat, and by the notices that were posted up in the bedroom corridors to the effect that "Guests going out to see the sun rise will please not take the bed blankets from their rooms."

The scene on which the observer looks forth is one of unparalleled grandeur. Far as the eye can reach arises an ocean of mountain peaks on whose sides and summits rest sunlight and shadow, clouds and mists, immense fields and ravines, down among which nestle lakes and villages, and green and fertile valleys and flowing rivers.

The ascent up the winding tortuous road around the mountains from the Glen House to the summit of Mt. Washington was accomplished slowly and laboriously. This however was rather an advantage than otherwise, as affording much opportunity for viewing some of the grandest scenery on the continent—certainly on the eastern half of it. It is impossible to describe it It must be seen to be known. One thing that strikes the traveler as something remarkable is the uniform smoothness and solidity of this mountain pass. For the entire distance it is a smooth gravel course without a rut or a hole. A large force of men is put to work upon the road every year as soon as the spring freshets are over, and the gravel pits all along the line give an idea of the nature and extent of their labor.

Pedestrian trips up the mountain do not seem to be in general favor, the rarity of the atmosphere rendering doubly difficult the ascent. Regretfully we turn our faces earthward again, with a secretly-registered vows to "stay longer next time," and resume our journey. At Portland we have a few hours' waiting, which most of us pass in sweet idleness on some of the pleasure boats which dot the surface of the bay.

TWO DAYS AT THE HUB.

Boston being a *terra incognita*, to some of us at least, two days were a ridiculously short time to devote to it particularly when one of those days was Sunday and nothing but churches were open to the public. There were plenty of these that were worth a visit if one could have gone to half a dozen simultaneously.

TRINITY CHURCH.

Trinity is the church that mostly attracts strangers, both by reason of its architectural and decorative beauty, and the celebrity of its rector, Rev. Phillips Brooks, the most famous preacher in the episcopal denomination.

BOSTON COMMON.

There is one place in Boston that is always open, and that is a godsend to the poor and the stranger—that is her Common and adjacent Public Garden. The latter, in artistic design and skillful culture, probably excels anything else of the kind in this country. A number of finely executed statues, both in bronze and marble, adorn these grounds. The equestrian statue of Washington, by Thomas Ball, is the largest piece of its kind in America; while the Army and Navy monument on the common is said to be the finest memorial of the kind yet erected anywhere.

HARVARD.

Of course we went to Cambridge. Nobody (unless he is nobody) who goes to Boston omits to go to Cambridge. Most of the buildings connected with Harvard university are closed during vacation, but we obtained entrance to the museums, library, and Memorial hall, a noble structure magnificently furnished interiorly. The college campus, like the buildings, was deserted save by an occasional straggler like ourselves, and a solitary post graduate who, under the shadow of the classic elms, was pouring over—Thackeray's Virginius. He good-naturedly walked with us through the grounds, pointing out and explaining different points of interest.

LONGFELLOW'S HOME.

Out from the classic grounds of old Harvard, past the hoary, rugged elm, (preserved from vandal hands by a stout railing,) beneath whose historic branches Washington took command of the American army 104 years ago, along quiet, shaded streets, we passed until we found ourselves in front of the unpretentious, but comfortable looking house that once was Washington's headquarters; now is Longfellow's home. The gates opening both on the lawn in front of the house and on the wide avenue on the side that sloped down into wooded retreats stood wide open, offering hospitable entrance to the dusty wayfarer.

LEAVING BOSTON.

We may be sorry to leave Boston, but we are glad to get to cooler regions, where the salt sea breezes can blow fresh and pure upon us, uncontaminated by the dust, and smoke, and smells and unwholesome emanations that cling to a city

OLD ORCHARD BEACH.

Old Orchard Beach, on the coast of Maine, a few miles from Portland, is as pleasant a summer resort as one could desire. The beach itself, a long semi-circular stretch of smooth, hard sand, is an excellent promenade and bathing site.

SURF BATHING.

The essential feature and principal pastime of these sea-beach resorts seem to reside in the surf-bathing, which occupies much the same place as croquet did, and as lawn tennis and archery do now in clothed society, with a difference. The opportunities for flirtation are quite as favorable, but the temptation is gone—that is if grace and beauty and decency are necessary adjuncts of the old fashion of love-making. This promiscuous frisking and floundering and holding saturnalia in submersion may be very refreshing and very funny, but it isn't nice and it isn't pretty, and no amount of popularity can make it so. Circumstances alter cases, to be sure, but why orgies that

the world would blush to see on dry land may be perfectly proper and delicate in water is "one of those things which no fellow can find out."

And then the ugliness of the dress—or more properly speaking, the undress. Children in their pretty, dainty bathing suits and their fair, rounded limbs, are a pleasant sight to look on as they frolic in the surf. A straight-limbed, clean cut, gracefully poised young athlete is passable. But, oh! the women, the bare-legged women, in their coarse, dun-colored, ill fitting tunic and trowsers, the uncouth oil silk skull cap hiding their tresses—or their want of them—the washed out faces, the mouths and eyes wide open with an expression of vacuity, the wet garments clinging like cerements to lean and lank, or puffing and waddling forms, alike the scene is odious. One is tempted to believe with the cynic that clothes *are* nineteen-twentieths of every woman.

But if femininity is uncomely, masculinity in undress is monstrous—especially the fat man, who has to reef in folds of the adipose tissue to make the buttons meet. One never can realize till he sees a man in his bathing suit how much that man owes his tailor. As Dr. Beecher used to say: "If dress doesn't make a man, a man after he is made looks a deal better dressed up." No man is a hero to his valet, and no man ever after is a hero to the spectators on a beach as he takes to the water in his conventional bathing costume. The finest stroke of genius Adam ever made, if he wanted to ingratiate himself with Eve, was when he first practiced the art of a tailor. Two days at Orchard Beach seemed short enough, but time and trains wait for no man. It has been a brief, delightful episode—a dream of *dolce far niente*, in a busy care-ridden life. We inhale one long breath of the invigorating sea air and renew our journey.

QUEBEC.

Our brief visit to Quebec was made under some disadvantages. A drizzling rain overtook us before we reached Point Levi, and showed no signs of abating until the day was half over.

This quaint old city, with its narrow, perpendicular streets and its old-fashioned buildings, is bristling with historic associations. Just opposite the hotel where we were lodged still stands the low-browed house in which the treaty of peace was signed between the English and the French after the final defeat of the latter in 1759—now degenerated into an ignominous barber shop. In our drives through the city almost every turn brought us to some new point of note, scarcely less interesting in its intrinsic picturesqueness than from its associations. Old Castle St. Louis, one of the earliest edifices erected in the city, and occupied by Montcalm and his officers, is now converted into a school—what part of it remains from the fire of 1839. Montgomery's headquarters; the house where his dead body lay; Montcalm's summer residence, now a massive ruin; the home of the Duke of Kent; the site of the old French walls; the citadel of Cape Diamond, the "Gibraltar of America;" the joint monument erected to the heroes of that fatal September 13, 120 years ago; the Dufferin terrace and other improvements; Kent gate; the magnificent new houses of parliament; the memorable plains of Abraham and the massive monument erected to Wolfe on the spot where resting in the arms of an officer and hearing the cry "They run! they run!" he asked "who run?" and being told the French exclaimed "then I die happy," and immediately expired (here some little boys appeared on the scene and sold us diamonds (?) at a penny apiece, and picked for us for nothing some blades of grass and clover tops that grew over the remains of the gallant Wolfe); Battlefield cottage, and the well—now filled up—out of which a cup of water was drawn to moisten the parched lips of the dying hero; the pillar and statue of Bellona, presented by Prince Napoleon to commemorate the battle between Murray and Levis in 1760, the bloodiest action of the war—all these and much more are pointed out to the stranger, with proper comments and explanations by the "intelligent calashe driver.

THE VILLAGE OF BEAUPORT.

The pleasantest part of our drive was through the quaint old parish or village of Beauport, along the riverside to the falls of Montmorenci. This old French settlement retains the principal features of the French hamlet. The little neatly-painted cottages, invariably with curtained windows, steep or shelving roofs and long rows of dormer windows, are inclosed in bright parterres of flowers. As we drove through the village little children came out from the yards offering us bunches of flowers. These dormer windows are a peculiarity shared in common by all Quebec houses. There will sometimes be two rows of dormer windows, but no house is without them. Another thing that strikes the stranger from more southern latitudes as strange is that every window is fitted with double sashes. This is necessary as a protection from the severe winters, when the mercury averages a depth of from 16 to 26 degrees below zero, frequently falling as low as minus 40 degrees.

The little community that inhabits Beauport is an industrious, thriving and strictly temperate people. Nothing in the form of a saloon is to be seen in the village, and it is said not a drop of intoxicating liquor ever finds its way among them. In the middle of the village stands a "temperance monument" and shrine where the people may perform their devotions when they choose. The villagers are all freeholders and have amassed considerable property, and their farms extend for a long

distance to the front, and down to the water's edge in the rear. These are wonderfully fertile and are kept in a high state of cultivation Indeed the whole village looks more like a well-kept garden than farm land. They adhere in the main to the old French customs, though innovations in dress and habits are gradually creeping in. They betroth and marry when mere children. Such a thing as an old maid or old bachelor is unknown among them When a young man marries his father builds him a house contiguous to the old homestead, and gives him a portion of the estate. The women tend the gardens, which are kept beautifully neat, and the men till the farms. What is a little curious is that they have elected as mayor the only man in the community who is not a Frenchman. He is a young unmarried Irishman, who has ample means and a good deal of native talent, and has won the confidence of the parish.

MONTMORENCI.

The Falls of Montmorenci are more picturesque if not so grand as the Falls of Niagara. Some years ago a bridge was thrown across the river at this point, but the severity of the test that it was subjected to strained the timbers so that but shortly after it fell while several persons were crossing. Some of the bodies were never recovered, a fact that seems strange on looking into the small placid stream below; but immediately below the fall there is said to be a fathomless cauldron down which is sucked by a strong eddy whatever comes within its current.

THE LORNES.

At the Citadel the Marquis of Lorne and the Princess Louise were staying, resting after their long and arduous fishing expedition on the Restigouche. But they were not on exhibition, and though we were escorted all over the grounds by a young Canadian soldier, and even permitted to take liberties with two big, brown bears that roam over the grounds at their own sweet will and eat from the soldiers' hands and fawn about them like dogs, we were sedulously kept at a respectful distance from vice-royalty, which at that hour was just eating its breakfast, as we could see without stretching our good manners too far.

"How does the princess employ her time while here?" we asked.

"Oh! mostly in riding and tramping about and sketching. She does a good deal of that. She looks and acts pretty much like other women," he said, as if dimly suspecting that we had a vague idea of a lioness sitting on a golden throne. "Only she isn't half as pretty or as nicely dressed as some women," he murmured; and just then, doubtless, the picture of his sweetheart, with red cheeks and lips, and banged hair and pink ribbons swept across his vision, for he grew suddenly taciturn and seemed to forget that such a being as the Princess Louise ever existed. But this young subaltern was not so loyal as a man in her majesty's uniform should have been, for he didn't hesitate to say very freely that he'd "like to see Canada annexed to the States, so that we could get a little life and enterprise worked into us, and get a chance to make something of ourselves."

PREPARATION.

BEFORE leaving home, the following items of preparation should all be completed.

1st—The $20 excursion ticket should be purchased; nothing but actual necessity should permit any one to postpone this till the last day or two. The purchase of tickets can be effected as safely and with far less trouble by mail than by personal application.

2nd—Send remittance of $5. to secure a sleeping-car berth *without change* from Detroit to the White Mountains. State whether you are going on the 1st, 2nd or 3rd excursion.

3d—Send remittance of $5 for the White Mountains coupon ticket which will suffice for all desired carriage fare while at the mountains. (See page 18.)

4th—Send two unmounted photographs for extension certificate—this is issued without charge, and will permit the holder to remain east on his ticket till Sept. 3rd.

5th—If you are living on a route that offers special rates to connect, make application for the "special rate" certificate, which is sent free. Applicant should state which line.

This should all be done before leaving home, a few days in advance, and by mail wherever convenient. Correspondence can be attended to in hours that do not conflict with other business, and is the preferred, though by no means the *necessary* method, to employ.

SPECIAL CONNECTING RATES.

IN the back part of this guide book, a classified list of connecting lines of transportation is given, and where special rates have been obtained, to connect either at the eastern or western terminus, it is stated in connection with the description of the line giving it. In each case, the prerequisite to the purchase of tickets at reduced rates, will be the ability to identify the applicant as a bona fide member of the excursion. When applicants remit for the excursion ticket, they should state that they desire also a "special rate" certificate. These certificates will be issued gratuitously upon the following conditions: 1st—Only to those who have purchased the regular $20—excursion ticket. 2nd—Only for roads which are described in the back part of the guide as offering special connecting rates This "special rate" certificate is simply an order on the local agents along the routes of the lines concerned, to sell a ticket to the holder at reduced rates, to connect with the excursion.

EDUCATIONAL.

SCHOOL teachers will be interested in the American Institute of Instruction which will meet this year at St. Albans, Vermont, a short distance southeast of Montreal, beginning July 5th. The first excursion, leaving Detroit July 1st, will accommodate those who desire to attend. Round trip tickets from Montreal to St. Albans and return, will be for sale by the depot ticket agent of the G. T. R R. at Montreal for $2.50, to any who are able to identify themselves as belonging to the excursion. The Institute is a national gathering and was last year held at Saratoga. These side-trip tickets can only be obtained at Montreal as stated.

HOTELS AND BOARDING HOUSES.

THE department in this guide-book devoted to a description of Popular Summer Resorts contains full alphabetically arranged lists of hotels, showing the number of guests, price per day, and price per week. Where no quotation is given, it is because the hotel did not respond to letters of inquiry. Many of the hotels, in replying, gave a sliding scale of rates, depending upon the room, and in such cases an average price has been selected for publication. The special rates that have been given by hotels along the excursion route to members of the excursions, were conditional that they should not be published, but supplied only by private circular on the excursion trains. It would be well for parties to correspond with hotel proprietors and engage board in advance where several intend to stay at the same place.

THE EXCURSION PHOTOGRAPHS.

WITH a few exceptions, the majority of the photographs sent out free with the copies of this guide book that are sold, are printed from the negative described as No. 14 on page 2. Although it is one of the smallest of those upon the list of 25 fine excursion views there described, it is undoubtedly large and fine enough to give away, and is a very handsome illustration of an interesting point on the route.

These views are the work of Messrs. Moody R. Freeman & Co., of Detroit, who are well equipped to execute orders for large sized photographs of buildings and outside views. Their address is No. 728 Twelfth street, Detroit.

OUR TITLE PAGE.

LITHOGRAPHING so nearly approaches the fine arts, as illustrated in the title page of this guide-book, that it would be difficult to discover any good ground for an unfavorable comparison. The original design, painted in oils by Miss Minnie Brearley, of Detroit, has been faithfully reproduced in ten colors by the Calvert Lithographing Co., of this city, and is submitted as a fair specimen of their ordinary work.

The design itself, which has been warmly commended for its artistic merit, is intended to illustrate the lines

"With the blue above, and the blue below,
And silence where so o'er I go."

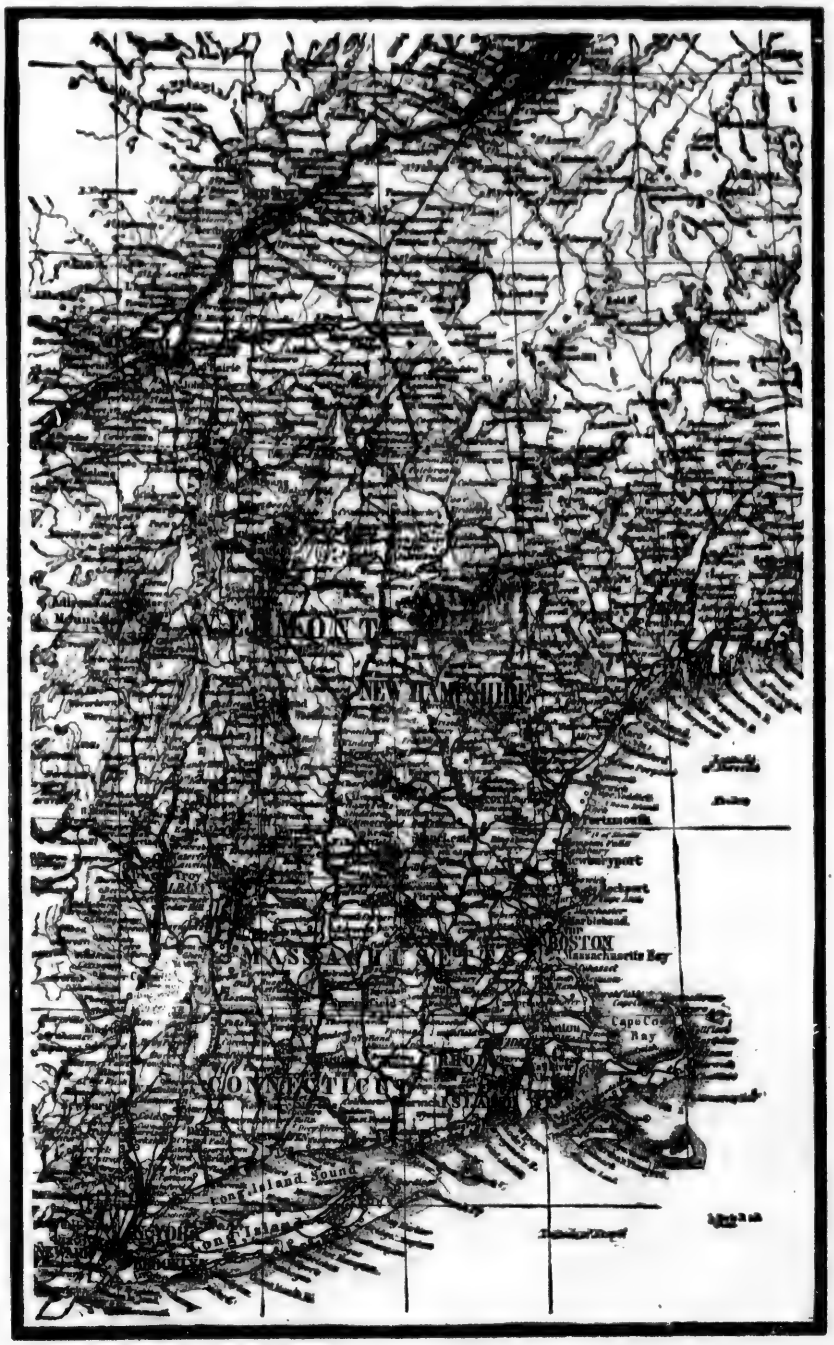
The perspective of the moonlight sea view in the shell, and the artistic arrangement of the sea moss about the shell, are points that will justify a careful examination.

MICHIGAN PRESS EXCURSION.

MEMBERS of the Michigan Press with their wives, to the number of about one hundred, will constitute a part of the first (July 1st) excursion. Arrangements have been made at Toronto and Montreal to receive them by members of the press of those cities, particulars of which will be supplied on the train after starting, by private circular. The general officers of the Grand Trunk Railroad contemplate showing these representatives of Michigan's newspaper fraternity, special attention while at Montreal.

The following is the list:

Adrian Press, Willard Stearns
Alpena Pioneer, A. C. Teft
Ann Arbor Register, H. P. Moyrick.
Ann Arbor Courier, R. A. Beal
Ann Arbor Microscope, Chas. H. Stowell.
Albion Republican, B. B. Bissell.
Adrian Times, J. H. Fee.
Allegan Journal, Don. C. Henderson.
Big Rapids Herald, O. D. Glidden.
Big Rapids Pioneer Magnet, E. O. Rose.
Battle Creek Moon, Martin E. Brown.
Benton Harbor Times, Wm. H. Marston.
Buchanan Record, John G. Holmes.
Battle Creek Review and Herald, Dr. J. H. Kellogg and wife.
Berrien Springs Era, Fred. McOmber
Bellevue Gazette, Edwin S. Hoskins.
Capac Argus, Joseph Souits.
Cheboygan Tribune, W. Chandler.
Centreville Republican, Charles V. Smith.
Charlotte Republican, E. B. Ainger.
Cassopolis Vigilant, James M. Shephard.
Cassopolis Democrat, C. C. Allison.
Concord News, H. A. Wetmore.
Dundee Reporter, H. Egabroad and wife.
Deerfield Record, O. E. Hawkins.
Detroit Post and Tribune, Wm. Stockwell.
Detroit Abend Post: August Marxhausen.
Detroit Amphion, Roe Stephens.
East Saginaw Courier, Mrs. Adele M. Garrigues.
Eaton Rapids Journal, E. Kittrege.
Grand Rapids Leader, W. B. Weston.
Greenville Independent, E. F. Grabill.
Grand Rapids Sat. Evening Post, John A. Croswell.
Grand Rapids Times, Nathan Church.
Holly Advertiser, Fred. Slocum.
Hastings Banner, George E. Bowers,
Hubbardston Advertiser, A. V. Phister.
Hartford Day Spring, W. H. H. Earle.
Howell Republican, L. C. Miller.
Hudson Gazette, W. T. B. Schermerhorn.
Harrisville Review, J. K. Fairchild.
Ionia Standard, George E. Estering.
Ithaca Journal, Robert Smith.
Jackson Volksfreund, Rudolph Worch.
Jackson Citizen, James O'Donnell.
Kalamazoo Telegraph, L. B. Kendall.
Little Traverse Republican, L. A. Clark.
Linden Record, S. H. Harris.
Lansing Republican, W. S. George and wife.
Lansing Journal, George P. Sanford.
Litchfield Gazette, George L. Woodward.
Lexington Jeffersonian, Charles S. Nims.
Laingsburg News, J. G. Stone.
Mt. Clemens Monitor, Frank E. Nellis.
Mt. Clemens Press, S. B. Russell.
Muskegon Chronicle, William Harford and wife.
Muskegon News and Reporter, F. Weller and wife.
Morenci Observer, A. E. Allen.
Mason News, V. J. Teft.
Mancelona Herald, C. S. Edwards.
Marshall Statesman, James M. Moses.
Montague Lumberman, Frank Bracelin.
Mt. Pleasant Times, James W. Long.
Milford Times, I. P. Jackson.
Mt. Pleasant Observer, Arthur F. Lewis.
Northport Enterprise, W. C. Nelson and sister.
Newaygo Republican, E. O. Shaw.
Nashville News, Orno Strong.
Niles Republican, L. A. Duncan.
Ogemaw Herald, Jay Allen.
Ovid Union, J. W. Fitzgerald.
Paw Paw Free Press and Courier, E. A. Blackman and wife.
Portland Observer, J. W. Baily.
Paw Paw True Northerner, Henry S. Williams.
Port Sanilac Reporter, John A. Hopkins.
Port Huron Commercial, J. H. Talbot.
Pontiac Bill Poster, E. J. Kelly.
Romeo Observer, G. A. Waterbury.
Schoolcraft Dispatch, John Robertson.
St. Louis Herald, J. H. Shults.
Stanton Herald, Edwin R. Powell.
St. Ignace Republican, L. H. Higgins.
Schoolcraft Grange Visitor, J. T. Cobb.
Saginaw City Saginawian, G. F. Lewis.
St. Johns Republican, Otis Fuller.
Sparta Sentinel, J. W. Hallock.
St. Johns Independent, George S. Corbit.
St. Joseph Republican, Wm. Ricaby.
Spring Lake Republican, Aloys Bilz.
Stanton Clipper, Wm. White.
Three Rivers Herald, O. Arnold.
Tekonsha News, T. F. Robinson.
Tecumseh Herald, S. C. Stacy.
Union City Register, D. J. Easton.
Vicksburg Commercial, Samuel Cross.
Vicksburg Monitor, C. W. Bailey.
Whitehall Forum, C. B. Nearpass.
Williamston Enterprise, E. S. Andrews.
Wayne Review, J. H. Steers.
Wyandotte Herald, F. S. Abbott and wife.


NEW HAMPSHIRE
BOSTON
Massachusetts Bay
Cape Cod Bay
Long Island Sound

POPULAR SUMMER RESORTS

Alphabetically arranged list of Popular Summer Resorts, showing the connection with the route of the DETROIT EVENING NEWS Excursions.

The Adirondacks

Distance—from Montreal—74 miles to Plattsburg. *Route*—branch of Grand Trunk R. R. to Rouse's Point on Lake Champlain, thence by Delaware and Hudson Canal Co. R. R. to Plattsburg, then take Ausable Branch R. R. to Ausable, or, take steamer from Plattsburg to Port Kent, or Westport, thence west by stage. *Fare*—to Plattsburg, $2 90; to Port Kent, $3 45.* *Ticket Office*—143 St. James street, Montreal.

Hotels and Boarding Houses. §

ELIZABETHTOWN.

Mansion House,	150 guests,	$2 00 per day	$11 00 per week
The Windsor,	100 guests,	2 50 per day	15 00 per week
Valley House,	125 guests,	2 00 per day	9 00 per week

KEENE VALLEY.

Beede House,	180 guests,	$2 50 per day	$12 00 per week
Estes House,	35 guests,	1 50 per day	7 00 per week
Tahawus House	85 guests,	2 00 per day	8 00 per week

LUZERNE.

Cascade House,	50 guests,	$..... per day	$..... per week
Rockwell's Hotel	100 guests,	2 50 per day	12 00 per week

PLATTSBURG.

Fouquet House,	100 guests,	2 50 per day	17 50 per week

SCHROON LAKE.

Leland House,	200 guests,	$3 00 per day	$15 00 per week
Windsor House,	100 guests,	2 50 per day	12 00 per week

WESTPORT.

Weed House,	100 guests,	$..... per day	$..... per week

The Adirondacks, New York, or the "Wilderness of New York" as it is called, is a fresh bit of nature's own work, about the size of the state of Connecticut, surrounded by a country of advanced civilization. Hunters can find plenty of wild game among the mountains, and pleasure-seekers can satisfy themselves among the villages which dot the shores of the lakes and rivers and sides of mountains. Artists could scarcely find better material for their canvas. The mountains are of course the chief attraction, and are little inferior to the White Mountains. There are 46 named peaks, the highest, Mt. Marcy, (Tahawus) being 5,402 feet high. Add to the mountains the picturesque accompaniment of 68 lakes which are plentifully interspersed wherever there is a place for one, and a suggestion only is given of the attractions.

The MANSION HOUSE, Elizabethtown, is the leading hotel of the place. WM. SIMONDS, Proprietor.

*The fare given in this and subsequent articles is supposed to be accurate, but is not guaranteed, as fares change slightly from year to year. The prices given are for one way only, and from points upon the general excursion route, showing connection with the excursions.

§In this and subsequent articles, the hotels are arranged alphabetically.

Ausable Chasm

Distance—129 miles from Montreal, and 5 miles from Port Kent. *Route*—branch of Grand Trunk R. R. to Rouse's Point, thence by Delaware and Hudson R. R. to Plattsburg, thence by the Ausable branch R. R. *Fare*—$2 90 to Plattsburg.

Hotels and Boarding Houses.

Lake View,	200 guests,	$3 00 per day,	$16 00 per week

Ausable Chasm is the name given to the the deep cut in the Adirondack Mountains through which the Ausable river flows, and which extends from Birmingham Falls nearly to Keeseville. It is of comparatively recent fame as a pleasure resort, little having been known of it, by the public, before 1879. The river is narrow and the rocky sides so high and straight that the sun can scarcely penetrate to the bottom of the gorge. Boats, bridges, stairways, and galleries have been provided for the convenience of travellers, so that now its wild scenery can be enjoyed with comparatively slight exertion.

The rocks on the opposite sides of the chasm often show singular correspondences, where there is a projecting ridge on one side there will be a similar hollow opposite, and the strange forms into which the rocks have been shaped by the forces that wrought them have given them such names as the Devil's Oven, Punchbowl, Pulpit and Easy Chair, Jacob's Ladder, Mystic Gorge, Cathedral Rocks, etc. The Gorge is about two miles long and the entire length can be passed with the aid of boats.

Biddeford

Distance—from Portland 15 miles. *Route*—Boston & Maine R.R. *Fare*—55c.

Hotels and Boarding Houses.

Bay View,	200 guests,	$3 00 per day,	$15 00 per week
Biddeford,	100 guests,	2 00 per day,	10 00 per week
Fletcher,	.....guests,	.....per day,	.....per week
Highland,	.....guests,	.....per day,	.....per week
Holman,	.....guests,	.....per day,	.....per week
Mansion,	.....guests,	.....per day,	.....per week
Ocean,	.....guests,	.....per day,	.....per week
Sea View,	100 guests,	2 50 per day,	10 00 per week
Yates,	175 guests,	2 50 per day,	10 00 per week

Biddeford, Maine, is a manufacturing town, having numerous mills, very interesting to visitors. A natural curiosity, "The Pool," is about a quarter of a mile from the sea, and is connected with it by a narrow passage through which the tide

rises and falls. Good sea views and plenty of sea breezes in the neighborhood.

Boston *Distance*—from Portland 108 miles. *Route*—either by Eastern or Boston & Maine R. R. by land, or by Portland Steam Packet line, or International line of steamers by sea. *Fare*—$3.00 by R. R. and $1.50 without, or $2.50 with state room, by steamer. *Special Rates*—Those who are able to identify themselves as members of the Detroit Evening News Excursion party, can obtain tickets over the Boston & Maine R. R. one way from Portland to Boston for $2.00 or $3.50 for the round trip. These tickets will be for sale only at the office of G. T. R. R. Ticket Agent at the depot, Portland.

Hotels and Boarding Houses:

American,	.....guests	$..... per day	$..... per week
Adams,	.....guests	..... per day	..... per week
Brunswick,	350 guests	4 50 per day	
Belmont,	.....guests	..... per day	..... per week
Evans,	75 guests	3 00 per day	17 50 per week
Parker,	200 guests	European plan.	
Quincy,	350 guests	2 50 per day	15 00 per week
Revere,	250 guests	3 00 per day	..... per week
St. James,	200 guests	3 00 per day	17 50 per week
Tremont,	225 guests	4 00 per day	25 00 per week
United States	500 guests	2 50 per day	12 00 per week
Vendome,	.... guests	.....per day	..... per week

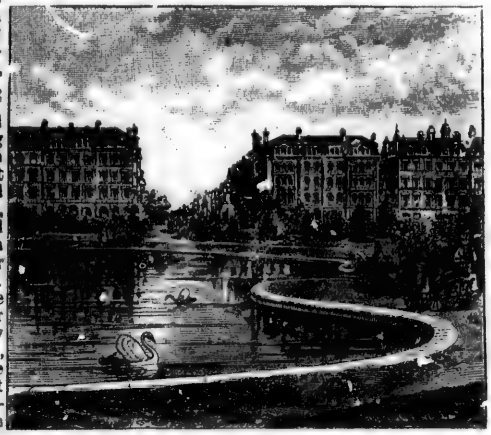
Boston, Mass., is the metropolis of New England and is the second commercial city of the United States. The older portion of Boston covers a peninsula formed by the Charles River, South Bay and Boston Harbor, while East Boston, South Boston, Charlestown, Cambridge and Roxbury adjoin it so closely as really to form one city. The harbor is the best on the New England coast, for, besides being spacious and deep, it is sheltered from the ocean storms by two natural breakwaters, peninsulas on the north and south, of which points Alderton and Shirley form the extremities. This natural advantage was one of the principal factors in securing to Boston the eminence of her position in the history of this country's development, as the oldest commercial city of the United States. The ground upon which it stands is quite irregular, the three principal hills being Beacon, Breed's and Bunker the last named giving its name to the celebrated monument which marks the site of the battle fought between the American and British forces, in 1775. This stands in Charlestown, and from its top a magnificent view of the city and surround-

BOSTON AND VICINITY.

ing country, the harbor, with its islands and fortifications the shipping and in a clear day, even the distant mountain peaks of Maine and New Hampshire, can be obtained. It would not be possible in so limited a space to give a list of all the places in Boston that visitors would find interesting, but among them are the Common, the Public Gardens, the State House, with its gilded dome, the most noticeable object that meets one's view in approaching the city either by land or sea, the Post Office, Faneuil Hall (the "Cradle of Liberty"), Public Library, Boston Museum, Boston Athenæum, Museum of Fine Arts, Society of Natural History, Music Hall (containing the Great Organ), Old South Church, King's Chapel, Tremont Temple, Trinity Church, and numerous other fine churches, halls, and beautiful buildings, all of which are located in Boston proper. In Charlestown, Bunker Hill monument and the large U. S. Navy Yard will well repay the visitor for a trip of half an hour by the horse cars, which run every few minutes. In Cambridge, reached in the same way, are Harvard University, the oldest and best endowed college in America; the old elm under which Washington took command of the U. S. Army in 1775, known as the "Washington Elm"; the home of the poet Longfellow, and farther west, Mount Auburn Cemetery, a beautiful burial ground covering 100 acres. South and East Boston also, as well as Roxbury and Dorchester, have their attractions and historical memories; and indeed, the whole country around Boston, as well as the coast both north and south, may be said to surpass almost any other place of equal extent in the country for attractions of every kind. Maps, giving location of everything in the city, and showing all the details of the coast for thirty miles north and south, can be obtained of A. Williams & Co., 338 Washington street, Boston. For more extended description of Boston and its interests see articles in Harper's Magazine for July, 1875, January, 1876, and May, 1879, and Scribner's, July, 1876, and November, 1878. Steamers leave Rowe's wharf, 340 Atlantic avenue, for Nantasket Beach, Hull, Downer's Landing and Hingham. Fare 25 cents each way. Steamer leaves India wharf for Nahant, 25 cents each way.

REVERE HOUSE, Bowdoin Square, Boston, is in one of the most central locations in the city, near all the principal business houses and theaters. Horse cars to and from all the depots and many of the points of interest in the immediate suburbs pass the door. CHARLES S. FERRIN, Proprietor.

THE UNITED STATES HOTEL, Boston. The great number and variety of rooms at this hotel, permit the proprietors to offer accommodations and rates impossible in smaller hotels, and to give special facilities for Conventions, Clergymen and Teachers' Meetings, Excursions, Pleasure and Theatre parties; while its conveniences for ladies and families visiting the city for business rest, or recreation, are unexceptionable, and recommend the United States as possessing all the comforts of a home. Terms moderate, and regulated by the accommodations required, with special rates for families and large parties. Pleasure parties desiring to make daily excursions to the thousand places of interest in and around the city or down the harbor, or the many interesting places along the coast, may secure rooms for headquarters at the United States, at once convenient and reasonable. TILLY HAYNES Proprietor.



PUBLIC GARDEN, ADJOINING THE COMMON, BOSTON.

Brighton Beach For particulars see article on New York. This is one of the Coney Island beaches. Read the July, 1880, Scribner's Monthly article on Coney Island.

Cape Elizabeth *Distance*—From Portland three miles. *Route*—by carriage only *Fare*—50 cents

Hotels and Boarding Houses.

Cape Cottage, 40 guests, $2.00 per day $12 00 per week
Ocean, ...guests, ... per day ..... per week

Cape Elizabeth, Maine, is really a part of Portland, and its hotels are reached by carriages from the depot. It is on the south side of the city and has a nice little beach for bathing and boating, as well as rocky bluffs of varying heights, which are very picturesque, and in a storm the majesty of the ocean can be seen here to good advantage. On a prominent angle of the rocky shore stands the Portland light, 101 feet above the water. It is a fixed light, visible in clear weather 17 miles, and was erected in 1791. It has also connected with it a foghorn which is very effectual in stormy weather in warning vessels off the dangerous coast.

Chelsea or Revere Beach *Distance*—from Portland 103 miles.—Route—Eastern R. R. to Lynn, thence by Boston, Revere Beach & Lynn R. R. *Fare*—$2.95 to Lynn and 15 cents to the beach.

Hotels and Boarding Houses.

Robinson Crusoe, 100 guests $2 00 per day $10 00 per week
Taft, ... guests ..... per day ..... per week

Chelsea Beach, Mass., is three miles long, fronts the East, has numerous boarding

houses, and is much frequented by the less wealthy and fashionable classes of Boston and Lynn. The bathing is fine, as the beach is smooth, gently sloping sand, with out any undertow. On Sundays, holidays, and warm summer evenings the coast presents a very animated appearance, and the beach houses are well patronized.

Cohasset *Distance*—from Portland 130 miles. *Route*—Eastern or Boston & Maine R. R. or steamer to Boston, thence by the South-shore branch of the Old Colony R. R. *Fare*—$3 55.

Hotels and Boarding Houses.

Bates',	.....guests,	$.....per day,	$ .....per week
Hunt's,	..... guests.	.....per day,	per week
Pleasant Beach,	75 guests,	3 00 per day,	15 00 per week
Rockland,	.....guests,	..... per day,	.....per week
Rockville,	..... guests,	.....per day,	.....per week
Smith's,	40 guests.	1 50 per day.	8 00 per week

COHASSET is in Norfolk county, Mass., on the rocky shore of Pleasant Cove. Surf-bathing can only be enjoyed in exceptionally pleasant whether. The coast is exceedingly rough, and the storm effects, as the waves dash upon the rocks, are grand. *Minot's Ledge Light house* is in the immediate neighborhood, and two miles away is Marshfield, the home of Daniel Webster.

Coney Island For particulars see article on New York city. This island is 9 miles from the city, and is divided into Manhattan and Brighton beaches. The July, 1880 number of Scribner's monthly gives an excellent description of these beaches.

Cushing's Island *Distance*—from Portland three miles. *Route*—Harbor steamer from Custom House wharf. *Fare*—25 cents.

Hotels and Boarding Houses.

Ottawa,	175 guests,	$3 00 per day,	$15 00 per week

CUSHING'S ISLAND, Maine, is at the entrance to Portland harbor, and as it lies across the mouth of the bay its southern end forms one shore of the ship channel by which the harbor is entered. On the side towards the sea the island is very rugged and precipitous, while on the harbor side the land slopes gently down to the water. Upon the maps of the U. S. Coast Survey this island is styled Bang's Island. There are several good beaches on the island, giving the usual advantages for boating, bathing, etc. The fishing too is good, both from the shore and the deep sea adjacent. The end opposite the entrance to the harbor rises into a bold headland, called White Head, which presents a solid wall of rock to the sea, nearly 150 feet high.

Detroit *Distance*—284 miles from Chicago, 564 from Montreal, 736 from Quebec and 861 from Portland.

Hotels and Boarding houses.

Antisdel,	75 guests.	$2 00 per day.	$10 00 per week
Brunswick,	86 guests.	2 50 per day.	17 00 per week
Cass,	250 guests.	2 00 per day.	12 00 per week
Finney,	75 guests.	2 00 per day.	10 50 per week
Franklin,	150 guests.	1 50 per day.	8 00 per week
Griswold,	100 guests.	2 00 per day.	14 00 per week
Kirkwood,	250 guests.	4 00 per day.	20 00 per week
Mich. Exchange,	200 guests.	2 50 per day.	17 50 per week
Russell,	250 guests.	4 00 per day.	28 00 per week
Rice,	40 guests.	1 00 per day,	7 00 per week

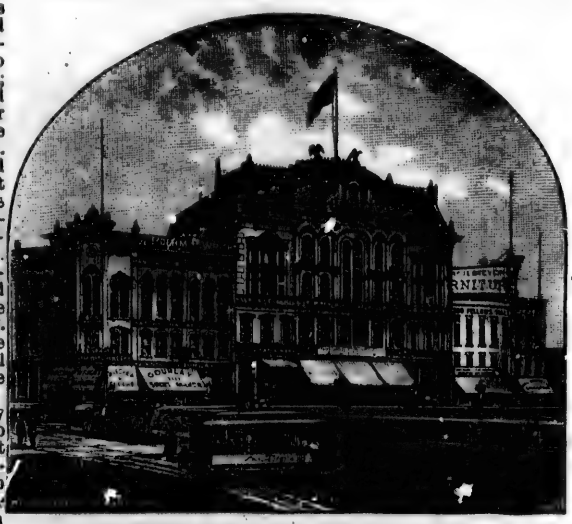
DETROIT, the oldest city in the West as well as the commercial metropolis and largest city of Michigan, containing 120 000 inhabitants, is beautifully situated on the Detroit River, 18 miles from Lake Erie and 7 miles from lake St. Clair. Its eventful history and rapid development since the war make it a place well worthy the tourist's study and inspection.

Upon its discovery by white men the site now occupied by Detroit was the location of several Indian villages. It was first visited by the French in 1610, and remained in possession of that nationality until 1762. The first legitimate settlement was made in 1701, when Antoine de la Motte Cadillac erected Fort Pontchartrain, the nucleus of the present city, retaining the place D'Etroit (the strait)—hence Detroit—and became first governor of the territory. This fort was simply a square stockade with block-house corners, the northwest corner of which must have been very near the site of the front of the present Michigan Exchange hotel, corner of Jefferson avenue and Shelby street. It originally occupied but about the space of one of the present city squares but was doubled in size about 1750, when the governor's house occupied the site on which now stands the First National Bank, corner of Jefferson avenue and Griswold street. In 1763 the British took possession, and soon had trouble with the Indians, who had been on quite friendly terms with the French. Of the several tribes in the vicinity—Pottawottamies, Wyandots and Ottawas—Pontiac, an Ottawa was chief. His home was on Peach Island, near the Canada shore just above Belle Isle. Concluding that the British were inimical to his race, he decided to attack Detroit, and in July, 1763, a battle was fought, entailing a loss to the British of 25 killed and 8 wounded. The only living witness of this bloody scene is the "Pontiac Tree," which may be seen to-day old and scarred, on the Michigan Stove Company's grounds, in the Bloody Run hollow, a little to the right of Jefferson avenue going eastward, and about two miles from the center of the city: passed regularly by the Jefferson avenue street cars. In 1778 the British built Fort Shelby on the site now occupied by Whitney's Opera House, corner of Fort and Shelby streets.

WHITNEY'S OPERA HOUSE, DETROIT.

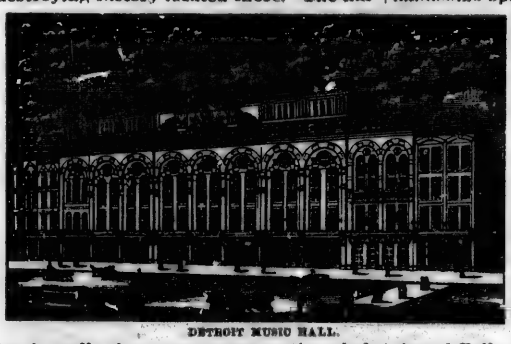
The American flag first waved over Detroit 1796, when the fort and town were evacuated by the British under the Jay treaty, and taken possession of by Capt.

Potter of Gen. Wayne's command. It remained in American hands until Hull's surrender to Gen. Brock, Aug. 16, 1812; but the British only held it about 13 months, for on Sept. 28, 1813, the Americans under Gen. McArthur again floated their flag from the fort staff, since which time it has continued American, Michigan being admitted as a state in 1837, with Detroit as the capital, which it remained until the removal of the capital to Lansing, in 1847. The rear part of the present High School building served as the old State House.



DETROIT OPERA HOUSE, FRONTING ON THE CAMPUS MARTIUS.

The Detroit of to-day will be a revelation to the tourist who has not visited the city for a decade or two. Its growth, especially during the past 20 years, has been wonderful. In that time it has about tripled its population by a natural, steady growth, not stimulated by any excitement, but accruing to the city because of its solid worth. The river at this point is about five-eighths of a mile wide, and on the opposite side is the Canadian city of Windsor, two miles below which is the old town of Sandwich, while two miles above is Walkerville, which takes its name from a leading distiller who has his grain-destroying factory located there. The harbor is really the most perfect on the whole chain of lakes.



DETROIT MUSIC HALL.

As a commercial center Detroit ranks high, with her nearly a dozen lines of railroads centering here. There are but two great depots, however—at the foot of Third street and at the foot of Brush street—although of late, so far has the the city spread, passenger depots 1¼ miles out Grand River avenue and two miles out Woodward avenue, have been found of great convenience. The State of Michigan is tapped in all directions by roads leading to Detroit, and great through lines pass their immense traffic oceanward through her confines.

Among the principal buildings are: The City Hall, built a cost of $600,000; two handsome opera houses—the Detroit, situated on the Campus Martius, one of the largest and best appointed theatres west of New York; and Whitney's on the corner of Fort and Shelby streets, which has its parquette and parquette circle on the ground floor, the new Music Hall situated on Randolph street near Monroe avenue which will seat an audience of 3,500, and the Public Library building, on Center Park completed at a cost of $125,000, and with a well-stocked library of some 45,000 volumes.

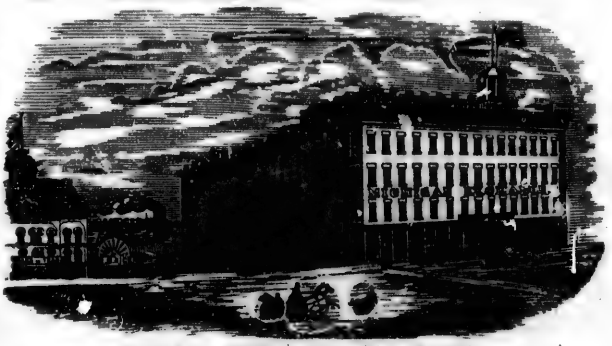
PUBLIC PARKS.

Detroit has recently purchased Belle Isle for $200,000, and a park commission has begun the improvement of its 800 acres which are now largely covered by native forest trees. A steamer runs at short intervals from the foot of Woodward avenue; fare 10 cents. Among the other parks might be mentioned Linden Park, Recreation Park, Cass, Clinton,

Centre, Joseph Campau, Grand Circus, and several others.

DIRECTIONS TO SIGHT-SEERS.

The best comprehensive view of Detroit can be obtained by ascending to the City Hall tower and using a good field-glass. The broad avenues lined with shade trees; the splendid harbor and the islands in the river; Fort Wayne on the river below the city, and points of interest for several miles about, can be taken in at a glance in this manner. To those who have more time, however, and who care to "take in" more of the beauties of Detroit, a drive under care of a hackman will be best. You can tell him to lay out the pleasantest route to such points of interest enumerated here as you care to visit, and make your bargain with him before starting. A party of four may enjoy this luxury for $1.00 an hour. Or you can go to the District Telegraph office, on Congress Street, and order a coupe after having a route laid out, and indulge in this for 60 cents an hour. A coupe carries two persons. Or yet again you can secure the aid of the obliging hotel clerk to lay you out a route, and order a carriage or coupe from the hotel. In fact there is no end of ways by which the tourist, having a day or two in Detroit, can profitably fill in his time at sight-seeing at reasonable rates.



MICHIGAN EXCHANGE HOTEL DETROIT.

In the summer season cheap excursions by water abound. You can go to St. Clair Flats to fish for fifty cents the round trip; to Put-in-Bay Island (the scene of Perry's resting place after his victory on Lake Erie in 1813), for $1 00 the round trip; to the Sandwich mineral springs to Wyandotte white sulphur springs, to Mt. Clemens mineral springs, and various other points—all for merely nominal sums. The Detroit river is about 25 miles long and from five-eighths to four miles wide, abounding in places for picknicking and pleasuring.

"THE KIRKWOOD," DETROIT, MICH.

The FRANKLIN HOUSE, Detroit, is within a block of both Woodward and Jefferson avenues and having been thoroughly renovated is now in better condition than ever before. No neater or more comfortable rooms can be found at any hotel in the city, and our table is supplied with the best to be had. WARNER & JAMES, Managers.

THE KIRKWOOD, Detroit, Mich., Cox P. HOWELL, Manager. Conducted on strictly American principles. Heated throughout with steam. Passenger and freight elevator. Hot and cold water. All front rooms en suite. SPECIAL NOTICE.—The charges at the Kirkwood are no higher than at other houses claiming to be first-class, that furnish much inferior accommodations.

MICHIGAN EXCHANGE HOTEL, Detroit, MESSRS. LYON & FERGUSON, Proprietors, has been established over 40 years, and is the best hotel in the Northwest. Home comforts and every delicacy. Centrally located, though remote from dust and noise. Nearest to all depots and steamboat landings.

Falmouth

Distance—from Portland 170 miles. *Route*—Eastern R. R. or Boston & Maine R. R. to Boston, thence by the Old Colony R. R to Falmouth. *Fare*—$—.

Hotels and Boarding Houses.

Baker's,	.....guests	$ ..... per day	$ .....per week
Quisset,	80 guests	2 00 per day	10 00 per week
Succanesset,	40 guests	1 50 per day	7 00 per week
Tower's,	.....guests	.....per day	.....per week
Tobey,	.....guests	.....per day	.....per week

FALMOUTH, Mass., is a seaside town of a favorable local reputation as a summer resort. Lying as it does in full view of Nantucket and the Vineyard and so near the large eastern towns, many avail themselves of its fine accommodations.

Gloucester

Distance—from Portland 80 miles. *Route*—Eastern R. R. to Beverly, thence by a branch of the Eastern R. R. *Fare*—$3 50.

Hotels and Boarding Houses

Atlantic,	50 guests	$2 00 per day	$12 00 per week
Bass Rock,	150 guests	3 00 per day	15 00 per week
Beach,	30 guests	1 50 per day	8 50 per week
Belmont,	30 guests	1 50 per day	9 00 per week
Craig,	25 guests	1 50 per day	8 00 per week
Delphine,	65 guests	1 50 per day	8 00 per week
Ocean View,	60 guests	2 00 per day	12 00 per week
Pavilion,	150 guests	2 50 per day	12 00 per week
Sea side,	25 guests	1 75 per day	9 00 per week
Webster,	50 guests	2 00 per day	8 50 per week

GLOUCESTER is an old town, dating back to 1624 Its places of interest are the granite quarries, Moving Rock, Bass Rocks, Norman's Woe, etc. The latter place is mentioned in Longfellow's poem:

"The Wreck of the Hesperus."

An article for further information can be found in Harper's Monthly for September, 1875. This old town is on the point of land that extends into the ocean 28 miles northeast of Boston. The majority of the sailing vessels engaged on "the banks" in catching cod fish, sail from this port.

BASS ROCK HOUSE, Gloucester, Mass. A first class family hotel. The surf and still bathing, Ocean scenery, and drives are the finest on the Atlantic coast. Send for illustrated book describing the beach and Cape Ann.
MRS. E. G. BROWN, Proprietor.

THE PAVILION HOTEL, Gloucester. This famous resort, situated on Pavilion Beach, occupies the finest position on the coast, giving a view of Gloucester harbor, with its constant panorama of vessels gliding in out, with cool breezes and proximity to charming drives and beautiful views.
MRS. C. S. MAYS, Proprietor.

Good Harbor Beach

Distance—80 miles from Portland. *Route*—Eastern R. R. to Beverly, thence by branch of Eastern R. R. *Fare*—$3 50.

Hotels and Boarding Houses.

Bass Rock,	150 guests	$2 00 per day	$15 00 per week

GOOD HARBOR BEACH, Cape Ann, Mass., is the largest beach on the coast, and those familiar with its surf bathing, pronounce it unsurpassed: it is in the immediate vicinity of Gloucester, and accounted a part of that corporation,

Halifax

Distance—from Portland 440 miles by steamer or 636 miles from Quebec by railroad. *Route*—steamer from foot of State street, Portland, or via Grand Trunk and Intercolonial R.R. from Quebec *Fare*—$8 50 by steamer (meals and state room extra) or $14 20 by railroad.

Hotels and Boarding Houses.

Carlton,	40 guests	$1 50 per day	$8 00 per week
Halifax,	150 guests	2 00 per day	10 00 per week
International,	.....guests	1 75 per day	.....per week
Waverly,	60 guests	2 50 per day	15 00 per week

HALIFAX, Nova Scotia, population 30,000, and capital of the province, is situated on Chebucto Bay, an inlet of the sea, and is protected by 11 different fortifications. Its harbor is six miles long by one wide, with enough water to float the largest ships. 24 churches and 15 newspapers indicate the character of the place. In 1749 it was the "proclaimed capital," of Acadia.

Hampton Beach

Distance—from Portland 64 miles. *Route*—Eastern R. R. to Hampton station, thence by carriage three miles to the beach. *Fare*—$2 60 to Hampton.

Hotels and Boarding Houses.

Atlantic	100 guests	$2 50 per day	$14 00 per week
Boar's Head	150 guests	3 00 per day	15 00 per week
Hampton Beach	75 guests	2 00 per day	11 00 per week
Granite House	40 guests	2 00 per day	11 00 per week
Ocean House	100 guests	2 50 per day	14 00 per week
Union House	40 guests	2 00 per day	9 50 per week

HAMPTON BEACH, N. H., is one of the choicest points of New Hampshire's 20 miles of seacoast, and presents all the advantages to be desired by those who seek recreation at the sea-side; fine bathing, boating and fishing facilities and hotel accommodations, to suit all tastes and purses. The shape of the beach is such that sea views can be obtained from at least three sides of all the houses, and the roads around Hampton are superb, making the driving delightful. It is only 10 miles from the Isles of Shoals. The beach is a fine, hard stretch of white sand two miles long, with a few patches of smooth rocks that are covered at high tide, and among which can be found, when the tide is out, some of the coarser varieties of salt water algae, specimens of star-fish, sea-urchins, etc, which are often prized by young students of Natural History. The highest point on this beach is a rocky promontory 65 feet high, called Boar's head, extending so far into the sea as to be nearly surrounded by water. From this point the coast is visible from Maine to Cape Ann

BOAR'S HEAD HOTEL, Hampton, N. H.—The proprietor would respectfully inform his friends and the public that Boar's Head Hotel is now open for the reception of guests. Situated on the promontory known as Boar's Head, with an elevation of 65 feet above the level of the sea, and nearly surrounded by water, it possesses advantages unequalled by any location on the Atlantic coast. Cool, invigorating sea breezes, excellent fishing and beautiful drives are here enjoyed to the fullest extent. The beach is perfectly safe for bathing, and is but a short walk from the Hotel. A Quadrille Band furnishes music every evening, and Bowling Alleys and Billiard Rooms furnish amusement and exercise for the guests. Telegraph office in the house: mails, twice, daily. A good Livery connected with the Hotel; price reduced to suit the times. No pains will be spared to make Boar's Head Hotel the home of the health-seeking as well as the pleasure-seeking public. Boar's Head coach will be in readiness at Hampton Station, Eastern R. R., and Barges at Exeter, to convey guests to the Hotel. Leave Boston, via., Eastern R. R. at 7:30 and 9 a. m.: 12:30, 3:15, 4:45 and 8 p m. Leave Portsmouth 7:15, 8:23, 11:30 a. m.; 3:14 and 7:30.
S. H. DUMAS, Proprietor.

Hingham

Distance—from Portland 125 miles. *Route*—Eastern or Boston and Maine R. R to Boston, thence by steamer to Rowe's wharf, 340 Atlantic Ave., or by South Branch of the Old Colony R. R. *Fare*—$3.39.

Hotels and Boarding Houses.

Cushing,	75 guests.	2.25 per day.	$10.00 per week
Rose Standish,	200 guests.	3.50 per day.	17.50 per week

HINGHAM is in Norfolk county, Mass., on Massachusetts Bay, 17 miles southeast of Boston. The town was settled in 1635, and the old meeting house, still standing, was erected in 1660. The ride down Boston harbor to Hingham by steamer, is a most delightful trip.

Hudson River *Distance*—from Montreal 240 miles to Albany. *Route*—from Montreal take branch of Grand Trunk R. R. to Rouse's Point, thence by Delaware and Hudson Canal Co. R. R. to Plattsburg, thence by steamer through Lakes Champlain and George, thence 8 miles by stage to Glens Falls, thence by R. R. to Albany; or, from Portland, take Eastern or Boston and Maine R. R. to Boston, thence by Old Colony R. R. and the Fall River line of steamers to New York city. *Fare*—$8.70 from Montreal to Albany, thence $2.00 to New York city; or, $7.00 from Portland to New York city via. Boston.

THE HUDSON RIVER—The pride of Eastern New York, has too well established a reputation in history, song and romance to need introduction here, and from its source among the Adirondacks to its entrance to the sea, its scenes are full of interest and beauty. The waters and shores are as beautiful as the Rhine, and are even preferred by some who have seen both. while its associations, though not reaching back so many centuries, are no less tragic and entrancing. The river varies in width and its shores are greatly diversified, being in some places only rounded grassy banks, in others bare perpendicular walls of rock, like the pallisades, while in its upper course and in the vicinity of West Point, they rise into lofty mountains that stand with their feet in the blue water. All along the lower river the banks are dotted with the palatial residences of the wealthy, surrounded by the parks and pleasure grounds belonging to them, while every few miles the scene is varied by the sight of a town with its busy wharves and smoking chimneys. Neither the tourist in search of "sights," nor the more leisurely traveler who wanders for rest and pleasure, can sail down this magnificent river without feeling the influence of the great lives associated with its scenes; scenes once familiar as the daylight to eyes that have passed beyond the power of earthly charms. Washington was often here, and on the banks of the Hudson lived sweet Mary Philipse, his first love. The old stone mansion that was her home is still standing at Yonkers, 17 miles above New York, where it was built in 1682. "Sunnyside," the pretty cottage that was Irving's home, stands close to the river, near the village of Irvington, but it is so embowered in trees and the thick with of ivy that Irving planted from slips given him by Sir Walter Scott at Abbotsford, that it can scarcely be seen from the river. The homes of many other authors have been on the Hudson, among them N. P. Willis, the poet Drake and Miss Warner. The whole river is teeming with memories of the Revolution, and the thoughtful will find much of interest in both the past and present of this noble river. "The Hudson River by daylight," is for sale by Wm. F. Link, Pier 39 Vestry street, New York city. Price 50 cents.

Isles of Shoals *Distance*—from Portland 70 miles. *Route*—Eastern or Boston and Maine R. R. to Portsmouth, thence 10 miles by steamer. *Fare*—$2.10.

Hotels and Boarding houses.

Appledore,	400 guests.	$3 50 per day. $16 50 per week
Oceanic,	400 guests.	3 00 per day. 18 50 per week

THE ISLES OF SHOALS, N. H., are a group of eight rocky and picturesque islands, situated ten miles from the main land of New Hampshire opposite Portsmouth. The little steamer "Appledore" leaves Portsmouth twice each day, viz: at 11 A. M. and 6 P. M., distance, ten miles: round trip $1.00. Appledore is the name of the largest island of the group, and is the native place of Mrs. Celia Thaxter, the authoress. It contains 300 acres of land, and upon it is situated the Appledore House. Next follows Smutty Nose or Haley's Island, and one-fourth of a mile beyond is Star Island, upon which the elegant Oceanic Hotel is situated. Then on the west is rough and shapeless Londoner's Island; and two miles further on lies Duck Island, the most dangerous of all to navigation, as many of its out-lying rocks have their sharp and jagged tops entirely concealed at high tide. White Island contains a noted light-house, and is considered the most beautiful of the islands. It lies a mile southwest from Star Island. To the tourist whose object is to benefit by sea air and sea fare, there can be no better resort.

Kennebunkport *Distance*—from Portland 23 miles. *Route*—Boston and Maine R. R. *Fare*—$ 69.

Hotels and Boarding houses.

Beach,	75 guests.	$1 50 per day. $ 8 00 per week
Cliff,	50 guests	2 00 per day. 10 00 per week
Glen House,	75 guests.	2 00 per day. 10 50 per week
Ocean Bluff,	200 guests.	3 00 per day. 19 50 per week
Parker House,	100 guests.	2 00 per day. 9 00 per week

KENNEBUNKPORT, Maine. The sea coast at this place will be found to be conveniently divided into beach and crags with excellent sea views.

BEACH HOUSE, combining all possible seashore attractions with convenient facilities for all the popular ocean sports and upland drives and ramble. Deliciously cool and healthy. Tables supplied from our farm and dairy. Send for circulars.

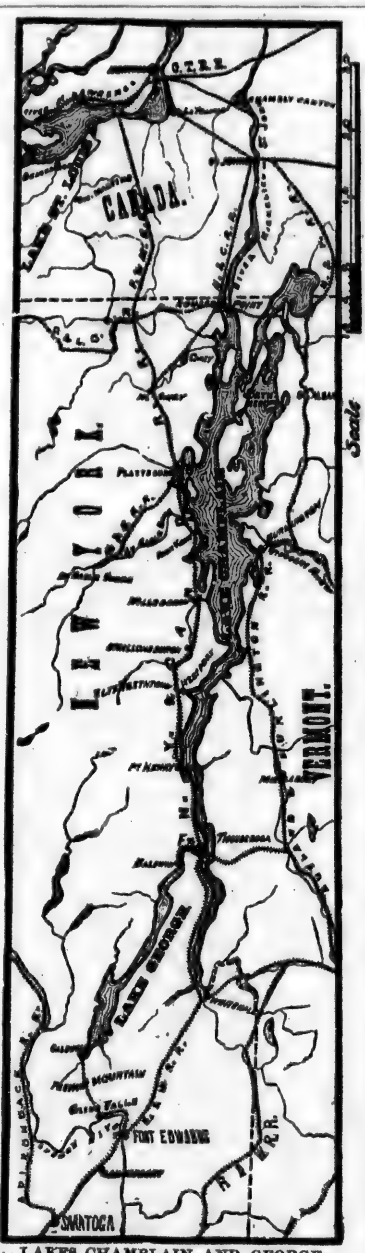
OWEN WENTWORTH, Proprietor.

Lake Champlain *Distance*—from the excursion route at Montreal 60 miles. *Route*—Take branch of the Grand Trunk R. R. to Rouse's Point, thence by the Delaware and Hudson R. R. to Plattsburgh, N. Y. *Fare*—$2 90.

Plattsburgh hotels.

Cumberland,	80 guests.	$2 50 per day. $10 00 per week
Fouquet,	100 guests.	3 00 per day. 14 50 per week

LAKE CHAMPLAIN, N. Y., has its attractions for the antiquarian; memories of the early history of our country cluster around it but are connected with the revolution more than with the earlier war. The ruins of old Fort Ticonderoga are plainly visible from the lake steamer. This was the strongest and most costly fortification in the United States at the time of the Revolution, having been built by the French while they yet held possession of Canada, at a cost of



LAKES CHAMPLAIN AND GEORGE.

over a million of dollars. Plattsburgh has also its revolutionary memories and associations, and is as pretty a little town as one often sees. Lake Champlain is long and narrow, though not as narrow as Lake George, and is like that lake a "thing of beauty." Like that also there are mountains on either side but they are not so near the water. The green shores and smooth bays have proved so attractive that cities and villages lie thickly between the water's edge and the foot of the mountains on either side. Lake Champlain was one of the earliest, if not the first, inland water on this continent navigated by Europeans. Within thirty years from the landing of Columbus in the West Indies Jacques Cartier, a Frenchman, had discovered the great gulf and river of Canada, but it was not until April 10th, 1609, that Samuel de Champlain set out from Quebec in his *Chaloupe*, passing up the St. Lawrence and thence up the Richelieu river, arriving at the falls of Chambly in June. With the help of sixty Indians, his twenty-four canoes were carried around the rapids and with them he set out from the foot of the rapids, July 2nd. On the morning of the 4th of July, he entered the beautiful water which still bears his name.

THE CUMBERLAND HOUSE, Plattsburgh, a free omnibus to and from cars and steamers. The first-class house of the city. C. S. ARRERIER, Proprietor.

Lake George *Distance*—from the excursion route at Montreal to Baldwin 150 miles. *Route*—branch of the Grand Trunk R. R. to Rouse's Point, thence by the Delaware and Hudson R. R. to Plattsburgh, N. Y., thence by steamer across Lake Champlain to Baldwin on the north end of Lake George. *Fare*—$6.35.

Hotels and Boarding Houses.

Crosbyside	250 guests	$2 00 per day	$13 00 per week
Ft Wm. Henry	800 guests	3 00 per day	17 00 per week

LAKE GEORGE, N. Y. Almost all of us who have grown old enough to enjoy pleasure-travel once learned in geographies that "Lake George is noted for its beautiful scenery and the clearness of its waters." This gives but the vaguest idea of its real beauty and grandeur, not a cultivated beauty like the scenery of the Southern Hudson, but grand and wild. In some remote age giant forces tore apart the mountains that, standing thus, form a narrow gorge, and the crystal lake lies there like a glittering jewel, reflecting with exactness every wrinkled rock and green tree. There is no level beach along the greater part of the lake, the mountains rising directly from the water, but here and there along its length, a little plateau, or a narrow strip of shore overlooking some quiet bay or lovely group of islands has been occupied by a fine summer hotel, whose guests flock to the landing to behold the one event of the day, the passing of the steamer. The lake is 38 miles long by an average of 3 miles wide. Fort William Henry Hotel is situated near the old site of Fort William Henry, at Caldwell, at the southern end of the lake, and from its piazza, nearly 300 feet long, may be obtained one of the finest possible views of Lake George

Lynn

Distance—from Portland 97 miles. *Route*—Eastern R. R. *Fare*—$2.95

Hotels and Boarding houses.

Kirtland,	40 guests.	$2 00 per day.	$10 00 per week
Red Rock,	40 guests.	2 50 per day.	15 00 per week
Sagamore,,	80 guests.	2 00 per day.	10 00 per week

LYNN, MASS., is only eleven miles from Boston, and is almost like a suburb of that city, so frequently are the trains passing back and forth. It is connected with Boston by the main line and a branch of the Eastern R. R., and by a narrow gauge road along the beach which runs trains every hour to and from East Boston, as well as by a line of horse-cars. Every one knows that Lynn's specialty is the manufacture of shoes; but every one may not be aware that the Lynn beach is a fine, smooth beach, delightful for driving at low tide, and safe for bathing as the slope is gradual and there is no undertow. The shoe trade of Lynn dates back to 1750, when it was established by a Welshman named Dagyr. The first iron foundry in this country was also built in Lynn, and the first article cast, an iron dinner-pot, is still preserved in the city. No visitor to Lynn should fail to ascend High Rock, which rises from near the center of the city to a height of a 185 feet, and in a clear day gives one a fine view of the topography and points of interest in the vicinity. Almost in front is the rocky promontory of Nahant connected by its narrow ridge of rocks and sand, just wide enough for a roadway, to the mainland. On the right are Boston and the harbor with its islands, and Chelsea a little nearer on the line of the coast adjoining Lynn; on the north lies the beautiful little village of Swampscott, beyond it are Marblehead and Salem, and in the distance the Gloucester shore. Looking away from the sea, Mounts Wachusetts and Monadnock are the highest peaks to be seen, but in the intervale a beautiful picture of hills and valleys, woods and cultivated lands amply pays for the exertion of the climb. At the foot of the hill stands the little house that was the home of the famous Moll Pitcher for nearly fifty years, and near its base the Hutchinson family of singers now live.

Manchester-by-the-Sea

Distance—from Portland 95 miles. *Route*—Eastern R. R. to Beverly 90 miles, thence five miles by the Gloucester Branch R. R. *Fare*—$2.95.

Hotels and Boarding houses.

Masconomo,	100 guests.	$3 50 per day.	$30 00 per week
Manchester,	30 guests.	1 50 per day.	7 00 per week

MANCHESTER-BY-THE-SEA, Mass., is 25 miles northeast of Boston and overlooks Massachusetts Bay. One sitting on the verandah of one of the pretty little Swiss cottages can see the dim outline of land running way out to Cape Cod, and nearer hear the music of the sand as the waves gently disturb it, for it is here that you find the noted 'Singing Beach." In Harper's Monthly for October, 1874, is an article on Manchester, "An Old Town by the Sea."

Manhattan Beach.

For particulars see article on New York city. It is one of the Coney Island beaches, and is described in Scribner's Monthly of July, 1880.

Martha's Vineyard

Distance—from Portland 179 miles. *Route*—Eastern or Boston and Maine R. R., or either of the two lines of steamers to Boston thence either by a steamer direct from ——— wharf; or by the Old Colony R. R. to Wood's Hole, thence 7 miles by steamer across Vineyard sound. *Fare*—$5.70.

Hotels and Boarding houses.

Atlantic,	30 guests.	$2 00 per day.	$11 00 per week
Baxter,	.....guests.	.....	European plan
Central,	.....guests.	.....	Europe an plan
Highland,	150 guests.	2 00 per day.	14 00 per week
Island,	.....guests.	.....per day.	.....per week
Mattakeset,	.....guests.	.....per day.	.....per week
Pawnee,	..... guests.	.....	European plan
Sea-View,	30 guests.	2 00 per day.	12 00 per week
Sea-Side.	.....guests.	.....per day.	.....per week
Vineyard,	.....guests.	.....per day.	.....per week

MARTHA'S VINEYARD, Mass., is an island 25 miles long by twelve wide, and lies about five miles off the main land. The island constitutes the whole of Duke's county, Mass. It has a permanent population of about 4,600, was discovered in 1602 and settled in 1642; was an important naval station, during the revolutionary war, and was as wholly devoted to the fishery interests in 1840 as in 1880 it was to camp-meetings and "summer-resorting." The first point of interest on the island is Oak Bluff, near which the Methodist and Baptist camp-meetings are held in August. Six miles east of Oak Bluff, and connected with it by a narrow gauge railroad, is Edgarton, a neat village where are located the county buildings. A fine harbor, a light-house, and a pier, 1,000 feet long, are among the attractions. The third point worthy of visiting is Catama Bay, next beyond Edgarton. Besides these tourists should visit East Chop Light, Vineyard Haven and Gayhead, the latter a bluff on the west end of the island. Blue fish are caught in great abundance near the island, and other kinds of coast fish are found among the reefs. An interesting illustrated article upon Martha's Vineyard may be found in Harper's Monthly for June, 1875.

THE HIGHLAND HOUSE, Cottage City, Martha's Vineyard has the finest location on the island and commands an unobstructed view of Vineyard Sound. Only fifty feet from camp meeting landing.
WM. A. SEARELL, Proprietor.

THE PAWNEE HOUSE, at Cottage City, Martha's Vineyard, is located within two minutes walk of the steamboat landing, commanding a view of both land and water. Centrally located, with seventy-one good rooms with spring beds, and hair mattresses. No high rooms.
S. P. HOWARD, Proprietor.

Montreal *Distance*—from Detroit 564 miles. *Route*—Grand Trunk Railroad, all rail, or, by rail to Kingston, thence by St. Lawrence river steamers. *Fare*—$15 00.

Hotels and Boarding Houses.

Albion	200 guests	$2 50 per day	$12 00 per week
Montreal	100 guests	2 00 per day	10 00 per week
Ottawa	200 guests	2 50 per day	14 00 per week
Richelieu	300 guests	2 00 per day	10 00 per week
St. Lawrence	200 guests	2 50 per day	14 00 per week
Windsor	500 guests	3 50 per day	20 00 per week

MONTREAL, in the province of Quebec, is one of the points visited by the excursion. It takes its name from the mountain at whose base it stands. The city is situated on an island of the same name, at the junction of the dark Ottawa with the St. Lawrence, and its railroad communication with the world is obtained by the Victoria bridge, the bridge at St. Ann's (both belonging to the Grand Trunk Railway), and the bridges to the northwest, of the Montreal and Occidental railway. The population is estimated at 180,000, of which three-fifths are French Canadian, and the remainder of English, Irish and Scotch descent. It is calculated that there are 30,000 Irish Catholics in Montreal.

The massive stone docks, extending for mile after mile along the river front, from the colossal outlet of the Lachine Canal to Hochelaga, were built when the maritime importance of the port was in its infancy; and it was an investment which has repaid itself many thousands of times. Before the revetment wall was built the city was exposed yearly to inundation on the breaking up of the ice in the spring; the wall now forms a barrier, while the dock system, as a whole, is the most magnificent on the continent, and surpassed by but two or three others on the globe. Whole fleets of ocean steamships arrive, discharge and load here every year, as do sailing vessels without number. Montreal obtained this great commerce by the energy of her citizens, who went to work and dug a channel through the flats of Lake St. Peter. Forty years ago it was a dangerous thing for ships of 300 tons to move up to Montreal. Now steamships of 4,000 tons steam up and down the channel almost every day in the week.

The site of Montreal is the property of the Seminary of St. Sulpice. The land was granted the seminary by the King of France, and not a foot has the seminary let go except upon the church's own terms—never unfavorable to itself. Outside of this the church owns, it is estimated, $12,000,000 worth of property within the corporate limits of Montreal. The church of Notre Dame is an immense structure with accommodations for 8,000 worshippers easily, and 12,000 at a pinch. It was commenced in 1824, and has been building more or less ever since, for it is not yet finished, and no one knows when it will be. The interior has just undergone a gorgeous process of painting in the Byzantine style. Every inch of the edifice has been hand painted in countless designs, at immense cost. The decorations of the church are superb, and a statue of the Virgin to the right of the grand altar, will well repay inspection. Vastness is the characteristic of this fane in every respect. In the western tower is hung the largest bell on the continent, the "Gros Bourdon." This monster, weighing over ten tons, has a mouth so capacious that 30 men might stand under it, and it requires the strength of 16 men to ring it. The Seminary of St. Sulpice adjoins the Parish Church. On its front is a queer old clock which rings the hours, halves and quarters. The old gate of the seminary still remains with the monogram A. M. (Ave. Maria) over it, but the glory of the place has departed, so far as the work of the seminary is concerned, to the "priest's farm," or Monklands, where the college is now located. The land was too valuable to keep for college purposes, and so was sold off, until little now remains but the church, the presbytery, and the seminary gardens. In Victoria Square, a very handsome park, is a statue of Queen Victoria, by Marshall Wood, for which the city paid $10,000. Victoria Square was, in 1877, the scene of the Orange riot.

Victoria Square practically divides the business part of Montreal from "Griffintown," the quarter most inhabited by the opponents of Orangeism. To the left, as we cross Craig street, we find the superb building of the Young Men's Christian Association. The Y. M. C. A. of Montreal is the parent society of the world, having been founded in 1851. It is now housed in a Gothic building which cost $50,000. Leaving the hall and passing along Radegonde street, we arrive at the foot of Beaver Hall Hill, so called because the Hudson Bay Company in the good, old, fur trading days, had their headquarters here. There are some, however, who call it Piety Hill, from the churches marking its ascent. First we have Zion church, Congregational then the Church of the Messiah, Unitarian, looking considerably, in some aspects, like the bartizan of a mediæval castle. Across the street is the First Baptist church, and opposite it St. Andrew's, built on the model of Salisbury Cathedral. As we move along in this district we begin to understand why Montreal has been called a city of churches, for one is met at almost every step. Thus, as you go along Dorchester street, after you pass to the right the costly palatial quarters of the St. James' Club, you are face to face with St. Paul's church (Presbyterian), a fine specimen of the decorated Gothic, where Rev. John Jenkins, father of the celebrated author of "Ginx's Baby," preaches to an aristocratic congregation. In a vast square contiguous to St. Paul's is in process of erection a temple which will be, when completed, one of the wonders of the continent. It is the Cathedral of St. Peter, and is being built on the model of St. Peter's at Rome, but one-fourth the

WINDSOR HOTEL BRIDAL CHAMBER, ONCE OCCUPIED BY PRINCESS LOUISE.

size. We are now at the Dominion Square and before us looms up the Windsor Hotel, one of the finest hotels on the continent. More time might be devoted to churches, but we must close with a visit to the church of the Gesu, or Jesuits' church, on Bleury street. The Jesuits, in spite of all attempts to prevent them gaining foothold in Canada, have succeded in recovering the ground they lost at the Conquest, and have now practically gained control over the Catholic education in Lower Canada. Their church in Montreal is famous for its frescoes, executed by a great Italian artist. The fane is, to express much in a few words, a veritable art gallery, in which hours may be spent in the study of grand conceptions, There are in all some 80 churches in Montreal and numerous missions. The church property, Catholic and Protestant is estimated at $20,000,000. The most enjoyable use of time to be made is an afternoon drive to Mount Royal Park. The mountain furnishes Montreal, in the language of Lord Dufferin, the finest park in the world. A whole mountain is taken up with the breathing and enjoying place of a people. From a field, broken up with gentle ascents, a road, winding by ways which present beauty at every turn, has been cut and made so that a hill, once only accessible to the stoutest and most indomitable climber, is now easily reached to its summit by a carriage and pair. The roadway is superb, and when the summit is reached, what a vision! There stretches away the dreamy length of the St. Lawrence, islanded as far as the eye can reach. The Catskills are in the distance, and the tips of the Green Mountains. Nearer are the humps of Montarville and Boleil, while to the north may be seen rising the blue hils of the Laurentides. The city lies at the foot, humming with busy industry. Near by, hewn out of the eternal rock, are the immense reservoirs from which Montreal draws her daily 40,000,000 gallons of water, and from here all her institutions of learning are visible. There, for instance, at the base of the mountain is McGill University, famous throughout the world, through its principal, Dr. Dawson, the great scientist, who has devoted his life to

VICTORIA BRIDGE, MONTREAL.

the advocacy of God in science. The Presbyterian Theological College occupies a picturesque position upon the breast of the hill.

The drive around the mountain is about nine miles long, and will take you over a good deal of historic ground. It will take you past the Mount Royal Cemetery, one of the most splendid cities of the dead in the world, and the Cote des Neiges Cemetery, where lie, under a pompous monument, the bones of those whom the British government found necessary to hang after the rebellion of 1837. These cemeteries lie in gentle, silent valleys between the mountains, where there is never sound of human strife.

The Victoria bridge is a work undertaken by the Grand Trunk Railway company of Canada. It connects Pointe St. Charles with the southern shore. The bridge is 90 feet short of being two miles long. It is a tubular bridge, resting upon 24 piers, so built as to resist the pressure of ice, the center pier being 156 feet in height to permit the passage of steamers. The cost was some $8,000,000, and the loss of life during its construction was considerable. It was designed by the great Stephenson, and carried to a completion by Sir Morton Peto. As a bridge it has no equal in the world.

Mount Desert Island

Distance—from Portland 110 miles. *Route*—Portland, Bangor and Machias line of steamers leave railroad wharf every Monday, Tuesday, Wednesday and Friday at 11 P. M. Time taken in going from 10 to 12 hours. *Fare*—$4.00, state rooms and meals are extra. State rooms range from $1 50 to $3.00. Breakfast and Supper are 50 cents each. Dinner 75 cents.

Hotels and Boarding houses, at Bar Harbor

Atlantic,	125guests.	$2 50 per day.	$15 00 per week
Agamont,	40 guests.	.....per day.	.....per week
Birch Tree,	.....guests.	.....per day.	.....per week
Belmont,	60 guests.	2 00 per day.	12 00 per week
Deering,	.....guests.	.....per day.	.....per week
Grand Central,	130 guests.	2 00 per day.	12 00 per week
Green Mountain,	.....guests.	.....per day.	.....per week
Hotel Des Iles,	45 guests.	2 00 per day.	13 00 per week
Island,	75 guests.	1 75 per day.	8 00 per week
Lynam,	100 guests.	1 75 per day.	12 00 per week
Lookout,	45 guests.	1 50 per day.	9 00 per week
Newport,	50 guests.	1 75 per day.	12 00 per week
Rodick,	160 guests.	2 00 per day.	14 00 per week
Rockaway,	85 guests.	2 50 per day.	15 00 per week
St. Sauveur,	.....guests.	.....per day.	.....per week
Wayside,	35 guests.	1 50 per day.	8 75 per week
West End,	160 guests.	3 00 per day.	18 00 per week
South West Harbor.			
Freeman,	30 guests.	1 50 per day.	8 00 per week
Island House,	100 guests.	1 75 per day.	8 00 per week
Atlantic,	100 guests.	2 00 per day.	10 00 per week

MOUNT DESERT ISLAND, Maine, is 18 miles long and about 12 in breadth, and joined to the main land by Trenton Bridge. Champlain named the place "Mount Desert," on account of its rude solitudes its early history is full of romantic interest. Approaching from Portland, the first landing point on Mt. Desert is Southwest Harbor. The approach from the sea is grand and the scenery about the Sound is full of varied picturesqueness. Delightful drives and rambles may be had, especially northward round the head of Somes Sound, which nearly bisects the Island. Leaving Somesville the tourist will, by an hour's drive, reach the westerly slope of Green Mountain, about 2,000 feet high. A road leads to the summit. Of the exquisite beauty of the scene thus presented, Whittier, has given a picture in the legend of his "Mogg Megone." Mt. Katahdin, Camden Mountains and Mt. Desert Rock are plainly seen. At Bar Harbor, also upon the island, 15 miles from Southwest Harbor, are 19 hotels. There are also 40 cottages which are rented to visitors during the summer months. Hotel charges are from $10 to $15 per week. Private families also receive guests at reasonable prices. The scenery about Bar Harbor is enchanting. Four miles from Bar Harbor, southerly, at Schooner head, are Spouting Horn and Devil's Oven; the one a cleft in the crag, through which, during an easterly gale, the sea spouts with terrific force, and the other a huge cavern, which should be visited at low water. An interesting illustrated article upon Mt. Desert may be found in Harper's Monthly for August, 1872. A book of 102 pages, upon the same subject may be obtained for 50 cents of Loring, Short & Harmon, publishers, Portland, Me. Mr. W. F. Milliken, Portland, is president of the line of steamers and may be corresponded with by any one intending to visit the island. Rev. Frank T. Bailey, of Detroit, spent the summer of 1880 at this resort.

Nahant

Distance—from Portland 96 miles. *Route*—Eastern R. R. to Lynn, thence by carriage four miles. *Fare*—$2.95 to Lynn and $1.00 for carriage.

Hotels and Boarding Houses.

Whitney,	40 guests	$2 00 per day	$10 00 per week
Hood Cottage,	50 guests	3 00 per day	20 00 per week

NAHANT, Mass., can only be reached by carriage from Lynn. It was once the most fashionable and popular of the seaside resorts, but the burning of its fine hotel in 1861 has somewhat changed its character as a watering place.

The drive thither from Lynn, along the narrow road-way so kindly left by the sea to prevent Nahant from being an island, is really charming, and the curious forms into which the rocks have been cut by the sea, together with the names that they have received give fancy a wide scope Pulpit Rock, Sappho's Rock, Castle Rock, Spouting Horn, Caldron Cliff, Swallow Cave, Natural Bridge and Roaring Cavern are some of the names that give their own description. Nahant has two good bathing beaches.

Nantasket

Distance—124 miles from Portland. *Route*—Eastern or Boston & Maine R. R. or either of the two lines of steamers to Boston, thence by steamers direct 30 miles; steamer leaves Litchfield's wharf, 466 Atlantic Ave., Boston. *Fare*—$3.15.

Hotels and Boarding Houses

Nantasket,	250 guests,	$4 00 per day	$23 00 per week
Rockland,	500 guests,	..... per day	..... per week

NANTASKET, Mass., is noted for its beautiful beach, and lies only 16 miles southeast from Boston. Boats leave eight times a day for the beach, charging 30 cents for the round trip. When at the beach one finds four miles of sandy beach, good

h otels, boarding houses and a beach railroad which gives fine sea views all along its length. Good band concerts are given day and evening.

Nantucket *Distance*—from Portland 209 miles. *Route*—Eastern or Boston & Maine R. R. or either of the two lines of steamers to Boston, thence by the Old Colony R.R to Wood's Hole, thence seven miles by steamer to Martha's Vineyard across Vineyard Sound thence 30 miles to Nantucket. *Fare*—$6.60 from Portland or $10.50 for the round trip

Hotels and Boarding Houses.

Ocean,	200 guests	$3 00 per day	$18 00 per week
Sherburne,	150 guests	2 50 per day	12 50 per week
Springfield,	200 guests	2 00 per day	11 00 per week
Ocean View,	100 guests	2 50 per day	12 50 per week

NANTUCKET is an island of an irregular form, 16 miles long from east to west, and about four miles wide, lying 30 miles southeast of Martha's Vineyard, which is reached by daily steamer. The island was discovered in 1602 and settled in 1659, and according to local tradition, when the first proprietor died, his daughter *Nan took-it*. Her race has not decreased for there are now over 4,000 inhabitants, chiefly engaged in farming and fishing and serving tourists as boarding house keepers. The old and very extensive industry of whaling has succumbed to King Kerosene, but the fame and name of the island stand in no danger of being lost, for the climate in summer is remarkably cool, and it has become a favorite summer resort, the sea bathing facilities being unsurpassed Read article on Nantucket in Harper's Monthly of June, 1875

THE "SHERBURNE" is located in the center of the interesting old town, on high land, commanding a fine view of the harbor. It has rapidly gained in popularity under its present management, having a first class reputation and numbers among its patrons many of the best people who visit the island. Send for circular.
THOS. H. SOULE, Jr., Proprietor.

THE OCEAN VIEW HOUSE, at Sunset Heights, Nantucket, is situated upon a high Bluff adjoining the quaint little hamlet, known as Siasconset, and is among the most popular of the hotels upon the island. It commands an unobstructed view of the broad Atlantic, the surf rolling in continually at the base of the bluff upon which it stands. W. S. CHASE, Proprietor.

SPRINGFIELD HOUSE, Nantucket Mass, on the American plan, is now open to the traveling public. Price to transient guests $2.00 to $2.50 per day. For the season $10 00 to $12.00 per week. Send for circular giving full particulars. A. S. MOWRY, Proprietor.

Narragansett Pier *Distance*—from Portland 178 miles. *Route*—Eastern or Boston and Maine R. R., or either of the two lines of steamers to Boston thence south by the Providence R. R., via Providence, R I. *Fare*—$3 00.

Hotels and Boarding houses.

Atwood,	.....guests	$.....per day	$..... per week
Atlantic,	125 guests	2 50 per day	16 00 per week
Continental,	.....guests	.....per day	.....per week
Columbus,	80 guests	3 00 per day	16 00 per week
Delevan,	100 guests	2 50 per day	15 00 per week
Elmwood,	.....guests	.....per day	.....per week
Metatoxet,	.....guests	.....per day	.....per week
Matthewson,	.....guests	.....per day	.....per week
Massasoit,	150 guests	3 00 per day	15 00 per week
Mount Hope,	.....guests	.....per day	.....per week
Narragansett,	.....guests	.....per day	.....per week
Ocean,	100 guests	2 50 per day	18 00 per week
Sea View,	.....guests	.....per day	.....per week
Tower Hill,	.....guests	.....per day	.....per week

NARRAGANSETT PIER, Rhode Island, lies seven miles southwest and across Narragansett Bay from Newport, between which places, steamers make several trips daily. Those interested in this place claim for it the finest of bathing, boating and fishing facilities. An interesting article about the Pier is found in Harper's Monthly for July, 1879.

Newburyport *Distance*—from Portland 73 miles. *Route*—Eastern R.R. *Fare*—$2.50.

Hotels and Boarding houses.

Merrimac,	75 guests	$2 50 per day	$9 50 per week
City Hotel,	40 guests	1 75 per day	7 00 per week
Brown Square,	40 guests	1 00 per day	6 00 per week
Ocean,	40 guests	1 00 per day	7 00 per week

NEWBURYPORT, Mass, is 36 miles from Boston, and is described by its inhabitants as the most beautiful city of New England. Three miles from the railroad station is Plum Island, which is connected with the city by stages and carriages. This island stretches to the south nine miles, from which one can have fine views of the "grand old ocean."

Newport *Distance*—from Portland 184 miles. *Route*—Eastern or Boston & Maine R. R to Boston, thence by the Old Colony R. R. *Fare*—$4.65.

Hotels and Boarding Houses.

Aquidneck,	125 guests	$3 50 per day	$25 00 per week
Hall's Cliff,	100 guests	3 00 per day	.....per week
Ocean,	400 guests	4 00 per day	.....per week
Perry,	100 guests	3 00 per day	17 50 per week
United States,	35 guests	2 50 per day	14 00 per week

NEWPORT, Rhode Island, is one of the most popular and fashionable pleasure resorts in the United States; its resources for furnishing entertainment are almost endless. It has several excellent beaches and other attractions among which are "Purgatory," "Hanging Rocks," "Bellevue Avenue," "Spouting Cave," "The Glen," and the "Dumplings" instantaneously with the sound of the Newport one thinks of a crowd of ting sights such as Fort Adams, the largest and strongest fortress in the United States; Touro Park, in which is "Old Stone Mill" the Perry Mansion, occupied by Commodore Perry after his victory on Lake Erie; Jewish Synagogue, now closed; Trinity Church, in which is the old organ, still used, which was presented by Bishop Berkley; the First Baptist Church, whose corner stone bears the date 1638—the oldest church in Rhode Island. Excellent articles describing Newport can be found in Harper's Monthly for Aug, 1874, and July, 1875, and also in Scribner's for March 1879.

New York City *Distance*—.....miles from Portland. *Route*—Eastern or Boston & Maine R. R. to Boston, thence by Old Colony R. R. to Fall River, thence by the Fall River line of steamers. *Fare*—$7.00.

Hotels and Boarding Houses:

Astor,	300 guests	$.....	European plan
Brevoort,	150 guests	.....	European plan
Brunswick,	100 guests	4 00 per day	25 00 per week
Cosmopolitan,	400 guests	.....	European plan
Everett,	200 guests	.....	European plan
Fifth Avenue,	500 guests	3 50 per day	20 00 per week
Grand Union,	675 guests	.....	European plan
Grand Central,	900 guests	3 00 per day	17 50 per week
Hoffman,	250 guests	.....	European plan
Metropolitan,	600 guests	3 00 per day	..... per week
St. Nicholas,	..... guests	..... per day	..... per week
St. James,	..... guests	..... per day	..... per week
The Windsor,	500 guests	4 00 per day	25 00 per week

NEW YORK CITY, N. Y.—It ought not to be necessary in a book designed for Ameri-

can tourists, to describe the metropolis of their country, even were it possible to describe so large a city, in so short a space, Suffice it to say that here will be found material for the gratification of the greatest possible variety of tastes; the lover of the beautiful in art, architecture or nature developed by the highest cultivation, can find as much to repay a visit as the merchant or ship-owner, who will delight in the solid miles of brown stone or marble fronts of business houses, or the long rows of warehouses on the docks or the acres of shipping in the harbor. The mechanic or artisan will be at no loss to find here congenial entertainment, while those devoted to science, education or philanthropic pursuits will be equally benefitted or entertained by visits to their various museums and institutions of benevolence which this large and enterprising city contains. Any of these specialists can easily find what will be most interesting in his line by consulting any of the city directories or hotel guide books. After the noise and rattle of this noisiest of cities has been borne for a time, however, almost any visitor will find a trip to the water most delightful, and Coney Island and Rockaway Beach are easily accessible by several lines of railway, each running trains every few minutes, and all leaving stations not far from the ferry docks in Brooklyn, as also by five or six lines of steamers. (Read article in Scribner's Monthly of July, 1880).

These beaches are provided with magnificent summer hotels, restaurants, pavilions, bath houses, observatories, walks, drives, bands of music and everything the mind can conceive of in the way of recreation. The value placed upon these breathing spots by the citizens of New York is sufficiently attested by the crowds who go there, in such numbers that a stranger is led to wonder if there are any people left to visit other watering places, and to feel that if there were nothing else to see, it would pay to go, just to see the crowd. D. Appleton & Co. sell "New York Illustrated" for sixty cents.

Niagara Falls

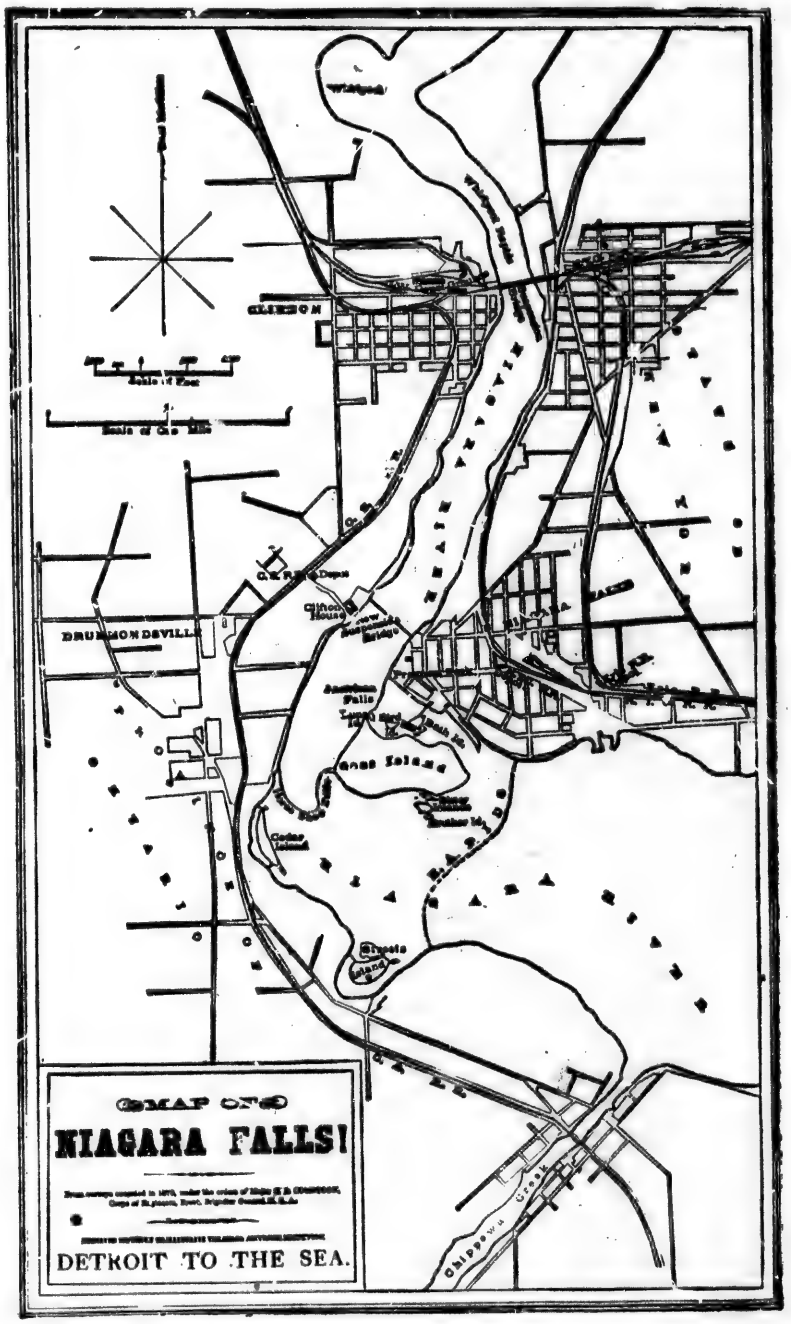
Distance—67 miles from Toronto. *Route*—by steamer "Chicora" or "City of Toronto" across Lake Ontario (60 miles) to Lewiston, thence 7 miles by R. R to the Falls. *Fare*—$2 00. Tickets good for the round Trip to Niagara Falls and return can be procured by members of the excursions of W. Jarman the station agent at Toronto. The regular fare is $1.50 each way.

Hotels and Boarding Houses.

International	.....guests	$ .....per day	$.....per week
Clifton	..... guests	..... per day	..... per week
Cataract	300 guests	3 00 per day	18 00 per week
Niagara	150 guests	2 00 per day	10 00 per week
Spencer	.....guests	.....per day	..... per week
Prospect	200 guests	3 00 per day	17 00 per week

NIAGARA FALLS are situated about halfway, in a direct line, between lakes Erie and Ontario, though following the course of the river, they are 22 miles from the former and 14 from the latter. The river, aside from its great attraction of the Falls, is a remarkable one, being the channel through which all the waters of the four great lakes, Superior, Michigan, Huron and Erie pour, on their way to the sea. The peculiar formation of its rocky bed, and the great decent of 333 feet which it must accomplish in connecting Lakes Erie and Ontario are the circumstances which have given it its remarkable features, and changed it from a broad, smooth stream between two and three miles wide, to a mad, wild, resistless torrent, foaming and raging against the rocky walls that hold it in a gorge 220 feet wide, at the Whirlpool

AMERICAN FALLS.


MAP OF
NIAGARA FALLS!
DETROIT TO THE SEA.
CLIFTON
DRUMMONDVILLE
NIAGARA RIVER
Goat Island
Chippewa
Creek

Rapids, 1¼ miles below the Falls. Of the Falls themselves, it is useless to attempt description. There are no words in the language that could convey to the mind of one who had never seen it, any adequate conception of the grandeur and sublimity of the spectacle. Niagara must be seen to be realized. It is everywhere admitted to be the most magnificent cataract in the world, though not the highest, and when one stands at Prospect Point on the American side, or near the Horse-shoe Falls on the Canadian side, or on the Suspension Bridge, where he can command a view of the whole scene, he will feel that he is in the presence of a mighty force beside which human power is nothing. The sound, no less than the sight, of so ponderous a weight as that of two million tons of water, pouring over a sheer descent of 158 to 164 feet, each minute, is awe-inspiring. Of the various attractions in the immediate vicinity of the Falls, much might be said here, if so much had not already been said in all books of northern travel. Suffice it to say, that the hotel accommodations are ample, and vary in prices to suit all purses; that the walks and drives about the islands are charming, that the Burning Spring fed by natural gas, is a remarkable curiosity, that the drive of 1¼ miles down the river to Whirlpool Rapids is enjoyable, and the Rapids themselves only second in grandeur to the Falls, that the ride down the inclined railway and the row across the river below the Falls is an experience no visitor should fail to secure, and that the old soldier who describes the battle of Lundy's Lane, from the observatory on the spot, was a real participant in the fight, and no humbug.

Old Orchard Beach

Distance—11 miles from Portland. *Route*—Boston & Maine R.R. *Fare*—45c.

Hotels and Boarding Houses.

Blanchard,	225 guests	$2 00 per day	$10 00 per week
Brunswick,	200 guests	2 00 per day	12 00 per week
Bay View,	200 guests	2 00 per day	10 00 per week
Central,	150 guests	2 00 per day	11 00 per week
Fiske,	150 guests	2 75 per day	13 50 per week
Gorham,	100 guests	2 00 per day	8 50 per week
Irving,	100 guests	2 50 per day	9 50 per week
Lawrence,	150 guests	2 25 per day	10 00 per week
Old Orchard,	500 guests	2 50 per day	16 00 per week
Ocean,	400 guests	2 75 per day	14 00 per week
St. Cloud,	200 guests	2 50 per day	15 00 per week
Sea Shore,	200 guests	2 50 per day	14 00 per week

OLD ORCHARD BEACH is on the Maine coast and is one of the largest and finest in New England. The depot is immediately by the sea shore (no carriages required) and within five minutes' walk of any of the hotels and boarding houses. The beach extends from Scarborough river to Saco river, a distance of 10 miles, and at low tide, has a width of 300 feet. The sand is hard, smooth and clean, and the bathing safe, for there is no undertow. Abundant facilities for bathing are connected with all the hotels.

THE BAY VIEW HOUSE, is the most attractive of any hotel I know along the shore.
HARRIET BEECHER STOWE.

Ottawa

Distance—52 miles from Prescott (a station on the Grand Trunk R. R. 112 miles east of Montreal). *Route*—North by the St. Lawrence & Ottawa R. R. from Prescott. *Fare*—$3.50.

Hotels and Boarding Houses.

Albion,	.....guests	$.....per day	$.....per week
Russell,	.....guests	2 50 per day	.....per week
St Lawrence,	100 guests	3 00 per day	16 00 per week
Windsor,	100 guests	2 00 per day	14 00 per week
Union,	.....guests	.....per day	.....per week

OTTAWA, Canada, the capital of the Dominion of Canada, is substantially built, and contains the finest public buildings in America, outside of Washington. The population is 27,000, having been founded in 1827 and incorporated a city in 1854. It was selected by the Queen in 1858 as the seat of government for Canada.

WINDSOR HOUSE, Ottawa, situated within two minutes walk of the Post Office, Grand Opera House, Telegraph Offices and Government Buildings. Also a magnificent view of Chaudiere Falls from the government grounds, which are the finest in the Dominion.
S. DANIELS, Proprietor.

Peak's Island

Distance—three miles from Portland. *Route*—steamer from Custom House wharf. *Fare*—25 cents.

Hotels and Boarding Houses.

Bay View	80 guests	$2 00 per day	$10 00 per week
Brackett's	12 guests	1 50 per day	8 50 per week
Montreal	15 guests	2 00 per day	9 00 per week
Oceanic	20 guests	2 00 per day	10 00 per week
Union	60 guests	2 00 per day	10 00 per week

PEAK'S ISLAND, Maine, is in Portland Harbor three miles from the wharf, and is 1½x1¼ miles in extent, having an area of 720 acres and a permanent population of 300. Numerous hotels and boarding houses are patronized during the summer by over 1200 "transients;" nearly every one of the 69 dwellings being temporary boarding houses during the heated season. The steamer lands at two points on the island, viz: Jones and Evergreen landings, located respectively on the western and eastern ends of the island.

Pigeon Cove

Distance—90 miles from Portland, *Route*—Eastern R. R. to Beverly thence by branch R. R. to Rockport, thence two miles by stage. *Fare*—$3 85.

Hotels and Boarding Houses.

Linwood	60 guests,	$2 00 per day,	$12 00 per week
Pigeon Cove	75 guests	2 50 per day	13 50 per week

PIGEON COVE is in Essex county, Mass., 32 miles north-east of Boston, on the point of Cape Ann. It is one of the best points on the coast for ocean views. The invigorating salt sea air is said to secure an exemption from catarrah and hay fever.

THE LINWOOD HOUSE, Pigeon Cove, Mass. This hotel is beautifully situated on the extreme northeast point of Cape Ann, at the most picturesque spot on the north shore affording a view of the ocean from all sides. The house stands on elevated ground, two hundred feet from the ocean. In this respect it has no superior on the Atlantic coast. JAMES [illegible]URD, Proprietor.

Pine Point Beach

Distance—nine miles from Portland. *Route*—Boston and Maine R. R., six miles to Pine Point, near West Scarboroygh, thence three miles by stage. *Fare*—20 cents on the R. R. and 50 cents by stage.

Hotels and Boarding Houses

Pine Point	50 guests	$2 00 per day	$8 00 per week
Leavitt,	30 guests	2 00 per day	8 00 per week
Woodman,	.....guests	.....per day	.....per week

PINE POINT BEACH, Maine, has excellent bathing facilities, and unexcelled ocean views.

Plymouth *Distance*—145 miles from Portland. *Route*—Eastern or Boston & Maine R. R to Boston, thence 37 miles south-east by Old Colony R.R. *Fare*—$3 50.

Hotels and Boarding Houses.

Clifford,	200 guests	$3 00 per day	$20 00 per week
Samoset,	150 guests	2 50 per day	12 00 per week

PLYMOUTH, Mass., has lately acquired some notoriety as a sea side summer resort. No visitor to the "Hub" should neglect to devote to it at least a day. It is but about one hour's ride from Boston or five hours from Portland. Here the first settlement was made in New England, for on the 22nd of December, 1620, the Mayflower (189 tons) with its 101 Pilgrims, cast anchor in its harbor, and that which remains of Plymouth rock (it may be seen by visitors) became the veritable threshhold to a better civilization. The fighting Miles Standish and the preferred John Alden lived here, and the old Standish homestead with its relics is still preserved and open to visitors. Pilgrim Hall and Burial Hill are also points of interest. Parties spending the summer at any of the beaches on the north side of Boston would find it pleasant to organize parties of from five to twenty and sail across Boston harbor, for a day and a night at old Plymouth; sloops adapted for such trips and manned by experienced sailors, are available at low prices at all the beaches. The American end of the French trans-Atlantic cable is at Plymouth.

WHITE-HEAD, PORTLAND HARBOR.

Portland *Distance*—861 miles from Detroit or 1145 from Chicago. *Route*—Grand Trunk R.R. the entire distance from either place. *Fare*—$19 00 is the usual regular price one way direct from Detroit to Portland or $22 50 one way via Quebec (the excursion route.)

Hotels and Boarding Houses.

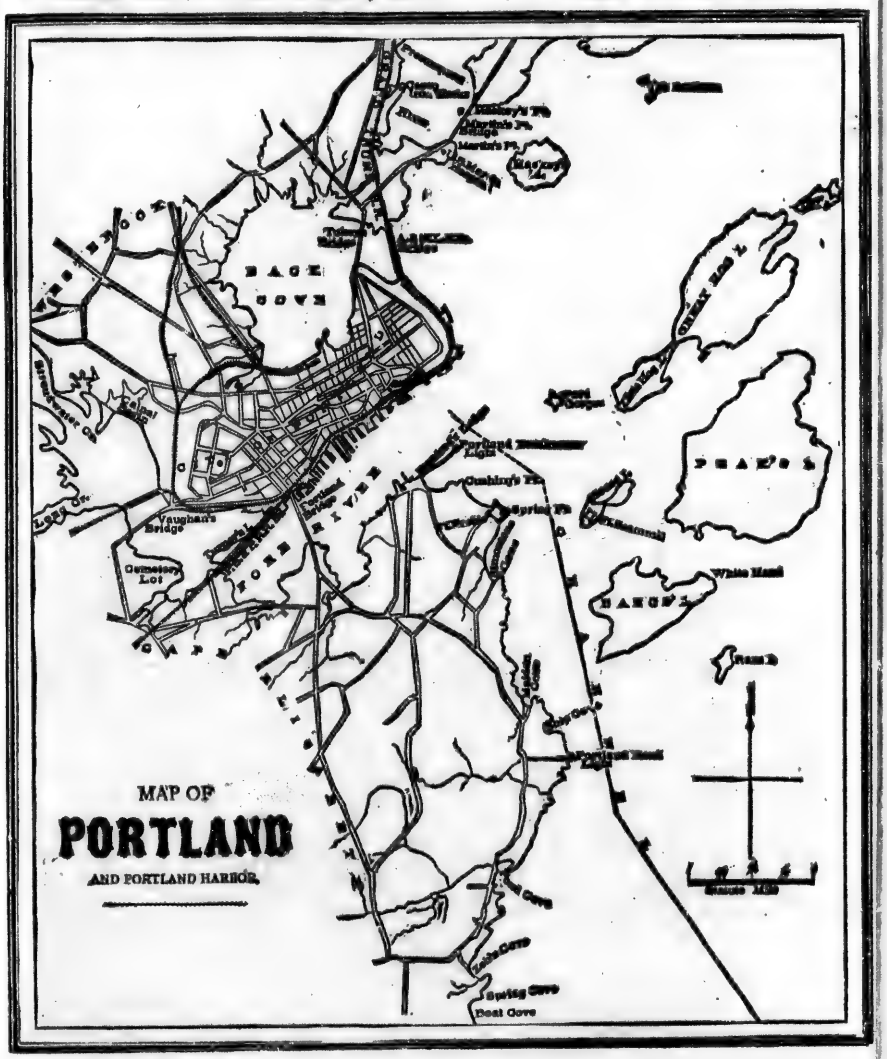
Atlantic	.....guests,	$..... per day	$..... per week
Adams	..... guests,	..... per day	..... per week
City	200 guests,	2 00 per day	11 00 per week
Falmouth	300 guests,	3 00 per day	19 00 per week
Kirkwood	... guests,	..... per day	..... per week
Merchants	40 guests,	2 00 per day	11 00 per week
Preble	175 guests,	2 50 per day	10 00 per week
Perry's	.....guests,	..... per day	..... per week
United States	150 guests,	2 50 per day	14 00 per week

PORTLAND, MAINE, which is the eastern terminus of the general excursion, is the metropolis of Maine. It was settled 250 years ago, and though it was twice destroyed by the Indians, and nearly destroyed again at the outbreak of the Revolution, and had one-half of its business part laid in ashes by the great fire of 1866, it is now a city of 36,000 inhabitants, and bears a settled air of thrift and prosperity. The city stands on a high peninsula, the highest ridge of which runs through the center, making the drainage excellent; and as it gets the pure sea air at all times, its reputation for healthfulness is well founded. On a prominent corner at the eastern end of the city stands an observatory, which the tourist will do well to ascend, and from it obtain, with the aid of a small telescope kept there, a broad view of the ocean out over Casco bay with its 120 islands to the east, Cape Elizabeth to the south, and off to the northwest the White Mountains bounding the line of vision with their saw-like outlines. Another of the attractions is the trip among the islands of the bay on the little harbor steamer, which can be enjoyed for the expenditure of 25 cents and a couple of hours' time. (See article on Cushing's Island).

Among the distinguished people who have called Portland their home, are General Neal Dow, the great temperance reformer; Henry W. Longfellow, who was born here in 1807; and N. P. Willis, born in the same year. Sarah P. Willis, sister of the poet, better known to the world as

"Fanny Fern," also lived here, as well as many others, noted in science, art, patriotism and statesmanship. The city is heavily fortified by forts Preble, Scammel and Gorges, situated on islands in the harbor. "Portland and vicinity," is the title of an excellent descriptive book for sale by Loring, Short & Harman of Portland. Price 75 cents

THE UNITED STATES HOTEL, Portland. One of the leading and best hotels in the city, situated on Federal, Elm and Congress streets. Best location in the city. Rooms elegant! Table nice! Prices low! All traveling men should stop at this hotel while in Portland.
WILL. H. McDONALD, Proprietor.



Portsmouth

Distance—52 miles from Portland *Route*—Eastern R. R. *Fare*—$1.50.

Hotels and Boarding Houses.

Kearsage,	40 guests	$2 25 per day	$11 00 per week
Rockingham,	180 guests	3 00 per day	15 00 per week

PORTSMOUTH N. H., is on the New Hampshire side of the Piscataqua river, and has an unusually fine harbor accommodating the largest ocean steamers. A ride through almost any street will take one past some notable house. Gov. Wentworth's mansion stands nearly as it did 130 years ago. The spinnet in the billiard room, the gun rack in the hall, the rich paper and carpet in the parlor, all remind one of the day when the old Governor said, "This is my birthday; it shall likewise be my wedding day;" and the pretty little maid, Martha Hilton, became Lady Wentworth.

Provincetown

Distance—158 miles from Portland. *Route*—Eastern or Boston & Maine R. R to Boston, thence 50 miles southeast by steamer from Coney's wharf. *Fare*—$4.00.

Hotels and Boarding Houses.

Atlantic	30 guests	1 50 per day	$8 50 per week
Central	75 guests	2 00 per day	10 00 per week
Gifford	50 guests	2 00 per day	11 00 per week
Pilgrim	50 guests	1 75 per day	11 00 per week

PROVINCETOWN, MASS., has a beach of nearly two miles in length, along the sides of which the village settled in 1700 is built. In 1620 the historical Mayflower was anchored in the harbor for some days

Quebec

Distance—From Detroit 736 miles. *Route*—Grand Trunk R. R., all rail or by Grand Trunk R. R. to Kingston, thence by St. Lawrence River steamers. *Fare*—$17.50.

Hotels and Boarding Houses.

Albion,	200 guests	2 50 per day	15 00 per week
Dominion,	50 guests	1 00 per day	6 00 per week
Henchey's	60 guests	1 50 per day	8 00 per week
Mountain Hill,	200 guests	1 50 per day	8 00 per week
Russell,	200 guests	3 00 per day	18 00 per week
St. Louis,	300 guests	$3 00 per day	$18 00 per week.

QUEBEC, capital of the province of Quebec, is one of the points to be visited by the excursion party on the return trip. It has been so often and exhaustively described that one scarcely knows how to attempt a description without seeming to plagiarize; but whatever may have been said, the quaintness of the city invariably impresses the tourist who visits it for the first time with a sense of foreignness that makes it difficult for him to believe that he has not left the American continent, contrasting it as one cannot help doing, with the cities of the United States. Their air of self-satisfied, prosperous modernness makes Quebec appear deliciously crooked, quaint, odd, irregular and fascinating. It is built upon a high bluff and plain that form part of the north bank of the St. Lawrence. The roofs of the houses and buildings are almost invariably of tin. Quebec is divided by its location into the upper and lower towns, the upper including the citadel, being enclosed by a wall nearly three miles in length. This was formerly pierced by five gates, now nearly all dismantled. Historically considered it is one of the oldest cities on the continent, having been founded in 1608 by Champlain. Its site was visited in 1535, and possession taken of the land in the name of the French, by Jacques Cartier. Quebec remained the seat of French power in America until the defeat of Montcalm in 1759. The citadel, one of the most impregnable of fortresses, is always of interest to visitors. It crowns the head of the Promontory of Cape Diamond, which is an immense rock 333 feet above the river, whose sides are almost smooth enough to have been hewn, and with its bristling cannon pointing in every direction, completely commands every approach to the city, and gives it the name, "Gibraltar of America." The fortifications are very extensive, covering more than 40 acres; and three-quarters of a mile up the river, on the Plains of Abraham are two Martello Towers, connected with the fort by underground passages. The citadel is kept in order by British soldiers who very politely show visitors around, and point out all that is of interest. Durham Terrace, in the Upper Town, is a large platform occupying the site of the old castle of St. Louis, which was burned in 1834, and as it commands the

POINT LEVI, SHOWING THE CITADEL AT THE LEFT.

same fine prospect, it is a favorite promenade. It was erected by Lord Durham, hence its name. In the Public Garden, near by, is the elegant monument which was placed there in 1827, to the memory of both Wolfe and Montcalm, though these two brave enemies fell on the Plains of Abraham at the close of the memorable battle of Sept. 13, 1759, when Canada was lost to the French and gained for the English. Wolfe died just as the victory was decided, and Montcalm, on being told that his wounds were fatal, said: "So much the better, I shall not live to see the surrender of Quebec." The spot where General Wolfe fell is marked by a plain monument on the battle field, and is always visited by tourists. A large part of the Upper City is occupied by the buildings and grounds of great religious corporations, Laval University, the Ursulines and the Hotel-Dieu. The Roman Catholic Cathedral is a large though not very pretentious building, capable of seating 4,000 persons. The interior is quite handsome, but its chief attractions are its age, (it was built in 1647) and the fine paintings by the old masters which it contains. In order to enjoy these the visitor should ask the sexton for a catalogue, which gives the name and location of each picture. He will also, if asked, (not otherwise) show the wonderful robes for the priests, made of gold and silver brocade, and jeweled with diamonds and rubies. The Seminary Chapel connected with this church, contains many fine paintings, and should be visited without fail. There are many other buildings, churches, etc. which it would be interesting to visit, if one had the time, but by this time you have pretty well "done" the Upper Town, and are ready for

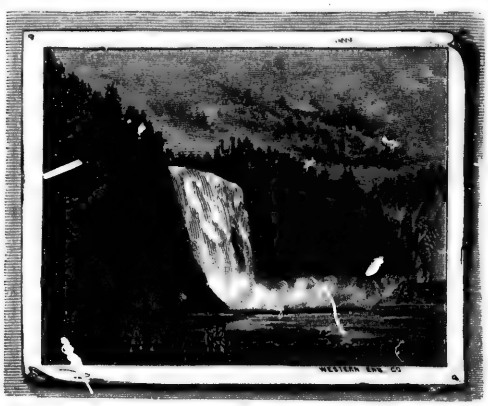
ST. LOUIS HOTEL, QUEBEC.

dinner. If you take this at the St. Louis Hotel you will see almost opposite you, a little to the west, the one-story, low-roofed house, with dormer windows where the dead body of poor General Montgomery was laid, on that snowy 31st of December, while his young wife, the daughter of Judge Robert Livingstone, was waiting for him at their home in the state of New York, where she nevermore heard his voice. You are now ready for a drive to the Falls of Montmorenci, through that quaintest of villages, Beauport. For this if there are only two of you who wish to go together, take a calash, (which is an institution peculiar to Quebec, being a sort

THE QUEBEC CALASH.

of two-wheeled carriage with a cover, drawn by one horse) which the driver manages very skillfully, going at a great rate through the narrow, crooked streets without once getting caught among the numerous other vehicles as you would think he must. You pass through a part of the Lower Town, which is the newer portion of Quebec, to the suburb called St. Roche. When you ride through this prosperous manufacturing and mercantile part of the place, remember that 340 years ago it was the Indian village of Stadacona, and here in 1535, its chief, Donnacona, was taken from his people and carried by Jacques Cartier across the ocean as a gift to Francis I., King of France. Soon after leaving Roche's Ward, as it is called, you turn into the macadamized road to Beauport, first crossing Dorchester Bridge, over the St. Charles. Beauport is a single street running parallel with the St. Lawrence for five miles, and far above it. It is a village of long narrow farms, those on the south side of the street, running to the river, while those on the opposite side stretch away to the north. The houses are one story high, nearly all white, and stand with *one corner* to the street, so as to break the force of the fierce winds that sweep up the river in the winter. It is the simplest of villages. There are no stores, no manufactories,—nothing but the little homes surrounded by their neat gardens, filled with brave, old-fashioned flowers, and vigorous vegetables. On the road through Beauport a fine view can be had of the Island of Orleans, which is 19 miles long. It is a beautiful island, with its dark green woods, fine farms and little white villages. After passing through the village of Beauport, your carriage leaves the main road and you pass partly around the estate which, in 1791 was the home of the Duke of Kent, Queen Victoria's father. You can visit his room,

if you wish to. Crossing a bridge over the Montmorenci river, your carriage stops in front of a little hotel, or waiting house, where you leave it, and passing through an enclosure going a few rods on foot, you soon arrive at the brink of a narrow deep gorge, which is a gap or inlet, in the northern bank of the St. Lawrence, shaped like the thumb of a mitten, with almost vertical walls of rock entirely around it except where it opens into the St. Lawrence. When you stop you are about midway between the opening and the end of this thumb, and directly opposite you is one of the loveliest of cataracts.* In the summer, when the water in the Montmorenci river is comparatively low, the Falls number



FALLS OF MONTMORENCI, EIGHT MILES FROM QUEBEC.

some 12 or 15 narrow silver ribbons fringed with lace-like spray which, against the dark brown rock and abundant green foliage above it, look indescribably beautiful. They are all united in one when the water is high, and plunge 250 feet to join themselves with the clear green waters of the St. Lawrence. At your feet descends a staircase with frequent landing places, for it is very steep, down which you can go to the very foot of the Falls; for though you are on the opposite side, the gorge is so narrow that the spray will dash over you as you look up. After satisfying yourself with the beauty and grandness of the scene, for it combines the two qualities, you will find the drive back to the city pleasant. By asking the porter at the hotel to get you a carriage as soon as you have had your breakfast in the morning, and going in clubs, two for a calash, and five or six for a hack, you can easily visit all the places above described in one day taking them in the order mentioned.

Rapids of the St. Lawrence

Route—by the Richelieu and Ontario Navigation Co. steamers. *Fare*—from Kingston to Montreal, through the rapids, $6.00.

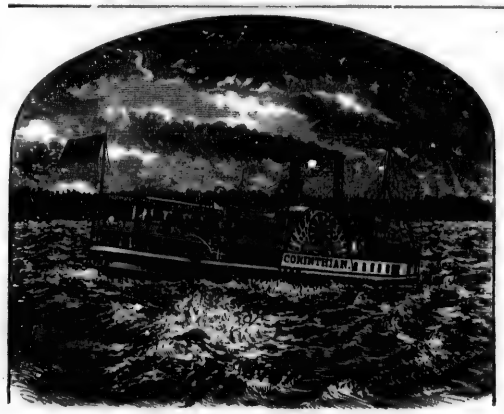
THE RAPIDS OF THE ST. LAWRENCE,—seven in number, and lying, with one exception, within the boundaries of the Province of Ontario, form a remarkable series of obstructions to the navigation of what would otherwise be the great waterway to the heart of our continent. Taking the steamer at Kingston, at 6 A. M., the first, or Galop rapid, is reached at about 11 A. M. This is the least of the rapids and offers but little attraction. The remaining rapids are scattered at unequal distances between this point and Montreal. The last one, the Lachine, being but seven miles above that city. In their order they are named as follows: Galop Rapids, Long Sault Rapids, Coteau Rapids, Cedar Rapids, Split Rock Rapids, Cascade Rapids, Lachine Rapids. The Long Sault Rapids are almost continuous for a distance of nine miles, and have an average velocity of twenty miles an hour. An island in the middle divides the rushing waters into two channels—the American channel and the "lost" (Canadian) channel, a name given to it by the French boatmen, as they supposed that if a boat drifted into it, it would be certainly lost. Formerly the American or East Channel was mostly run by steamers, but of late the Lost Channel is mostly used. This channel presents a grand appearance, the water being lashed into a white foam for several miles. The passage on the southern channel is very narrow, and such is the velocity of the current that a raft, it is said, will drift the nine miles in forty minutes. When a steamer enters within their influence, the steam is partly shut off and the engine slowed down to enable the pilot to keep her in the proper course, which is here very narrow. Great nerve, strength and skill are necessary to pilot the vessel, several men are required at the wheel, and a tiller is attached to the rudder itself, so that the tiller can be manned as well as the wheel. The first passage of a steamer down these rapids was in 1840. The Coteau Rapids are just below Coteau du Lac, fifty miles above Montreal, and extend two miles. Cedar Rapids begin seven miles below Coteau Rapids and near the

*Three fine 11x14 inch photographs were taken of this fall in 1880, and are included in the list of 25 excursion photograph described on page 2. They are respectively No. 2, 3 and 4 and will be sent to any address for 50 cents each.

2. MONTMORENCI FALLS—From a position 200 feet away from the principal fall.

3. MONTMORENCI FALLS—From a position 400 feet away from main fall, shows the second landing and a portion of the long staircase, in the foreground, and a mansion formerly occupied by the Duke of Kent in the background.

4. MONTMORENCI FALLS—From a position 600 feet from main fall showing the entire staircase in the foreground.



SHOOTING THE RAPIDS.

village of Cedars. The passage through these rapids is very exciting. There is a peculiar motion to the vessel, which, in descending, seems like settling down, as she glides from one ledge to another.

Split Rock Rapids immediately follow, in fact they are a continuation of the Cedar Rapids. In passing the rapids of the Split Rock, a person unacquainted with the navigation of these rapids will almost involuntarily hold his breath until this ledge of rocks, which is distinctly seen from the deck of the steamer, is passed. The rocks do not rise above the water, and a passage of 200 feet wide has been opened for the passage of steamers, by blasting. Cascade Rapids, which are entered soon after the passage of the former, terminate at the head of Lake St. Louis, where the dark waters of the Ottawa, by one of its mouths, join the St Lawrence. These last three rapids, in eleven miles, have a descent of 82½ feet. Lachine Rapids are the last and most dangerous on the river, although the shortest, and are in sight of the city of Montreal. Before entering these rapids, the passengers are requested to sit or stand still in their places. The pilot and two assistants man the wheel and four men assist in the steamer's stern, by handling the tiller. The steam is shut off, and, as the steamer enters the rapids, nothing is heard but the sound of the waves as they dash themselves into a foam over the rocks. A ledge of rocks stretches across a portion of the channel and for this, the steamer is directly steered. When within a few yards of certain destruction, the wheel is rapidly turned, and the boat, which an instant before, seemed about to be dashed to pieces, glides gracefully past the reef amid the applause of the scores of passengers who crowd the forward deck. It is all intensely exhilarating. Steamers have passed through the rapids every day of every summer for many years, and no lives have been lost. The excursion takes all the rapids in, going east. "Shooting the rapids" is one of the chief attractions of the trip, and of itself is an "event of a lifetime."

Revere Beach.

For particulars concerning this beach, see article on Chelsea Beach,

Rockport *Distance*—108 miles from Portland. *Route*—Eastern R. R. to Beverly, thence by branch R. R. *Fare*—$3 35.

Hotels and Boarding Houses.

Clark,	50 guests	$1 50 per day	$7 00 per week
Linwood,	60 guests	2 00 per day	11 00 per week
Ocean View,	60 guests	2 00 per day	12 00 per week
Pigeon Cove,	57 guests	2 50 per day	13 50 per week

ROCKPORT, Mass., claims popularity as a sea side resort, and has several boarding houses, Granite from the quarries of Rockport is a favorite building material.

Rye Beach *Distance*—59 miles from Portland. *Route*—Eastern R. R. to North Hampton, thence three miles by stage. *Fare*—$1.90 by R. R. and 75 cents by stage.

Hotels and Boarding houses.

Atlantic,	160 guests	$3 50 per day	$19 50 per week
Farragut,	30 guests	1 50 per day	19 50 per week
Marden's,	75 guests	2 00 per day	12 00 per week
Perkins,	60 guests	1 75 per day	10 00 per week
Rising Sun,	60 guests	2 00 per day	11 00 per week
Sea View,	200 guests	3 50 per day	18 00 per week

RYE BEACH, N. H., is substantially the same as at Hampton, which adjoins it on the south. The surf bathing is excellent, there being no undertow. The Isles of Shoals are in sight, and it is a drive of but seven miles to Portsmouth, which lies to the north. The sea views are unexcelled and the beach has become deservedly popular among tourists. Ex.-Gov. of Michigan, John J. Bagley, and family, have regularly spent their summers at this beach for several years.

Saguenay River *Distance*—120 miles from Quebec. *Route*—Take steamer from St. Andrews wharf, Quebec. *Fare*—$8.00 for round trip, to Ha Ha Bay and return $5.50 extra for meals and state-room berth.

Hotels and Boarding Houses at Tadousac.

Tadousac House, 100 guests $2 50 per day $12 00 per week

SAGUENAY RIVER is the largest tributary of the St. Lawrence, and flows into it 120 miles below Quebec It has come to be a favorite resort for those who are fond of the wild and sublime in nature, for this river, in its lower course, presents scenery that has no parallel on the continent, nor

perhaps anywhere in the world It is about 100 miles long, nearly straight, and flows through a deep gorge in the Laurentine Mountains, being navigable for 60 miles for large steamers At this distance from its mouth is reached an expansion of the river named Ha! Ha! Bay, by the early French voyagers because of its charming contrast to the oppressive grandeur and solitude of the river below. The Indian name of this river signifies 'deep water,' and was very appropriate, for miles from its mouth, from 2,000 to 3,000 feet of line have been used in making soundings, without reaching bottom, and in many places it is as deep five feet from the shore as in the middle. The shores consist mainly of solid walls of gray rock, from 500 to 1 500 feet above the water and as much or more below its surface. They recede but slightly, and are in many instances vertical or even overhanging the water, as if looking at their own reflections in the dark stream, Eternity Bay is considered the most striking feature of this strange river: It is one of the numerous expansions of its waters, styled bays, and is entered by a narrow passage guarded by two gigantic cliffs, each nearly 1,600 feet high. There are several towns along this river, the one most frequented being Tadousac

Salem *Distance*—from Portland 92 miles. *Route*—Eastern R.R. *Fare*—$2.75.

Hotels and Boarding Houses

Derby,	....guests $....	per day $.....	per week
Essex,	150 guests	2 50 per day	10 00 per week

SALEM, MASS., was first settled in 1626, and was the first permanent settlement in the old Massachusetts colony. It is located on the west side of the inlet called Salem Harbor, which separates Marblehead peninsula from the main land, and is a city of about 27,000 inhabitants The harbor affords fine opportunities for boating and sailing, the drives in and about the city are charming, and its nearness to Marblehead, Swampscott and Nahant on the south, and Beverly and Manchester on the north, makes it a desirable place for a summer's headquarters. Many historical memories gather about its old streets and buildings, and many illustrious names are found upon the pages of its annals. The most remarkable event of history located here is the extraordinary witchcraft delusion of 1692, by reason of which some 20 persons were tried and executed, most of them by hanging, on a rise of ground in the western part of the city, which is now called Gallow's Hill, or Witches' Hill. In the Court house some of the documents relating to these strange trials are still preserved. The old house of Roger Williams, where some of the examinations were made, still stands at the corner of North and Essex streets. The places of interest to be visited are the museum of the East India Marine Society, the scientific collections of the Essex Institute, and its library of 25 000 volumes, the oldest church building in New England, built in 1634 and standing in the rear of Plummer Hall, and Peabody Institute, which is reached by a ride of two miles in the horse car. The house where Mr. Peabody, the philanthropist, was born may be seen near the Institute, and Nathaniel Hawthorne's birthplace, an old, high-roofed frame house, one and a half stories high, is one of Salem's treasures

Salisbury Beach *Distance*—65 miles from Portland. *Route*—Eastern R. R. to Newburyport or East Salisbury, thence by stages or carriages. *Fare*—

Hotels and Boarding Houses

Atlantic,	.....guests $.....	per day $.....	per week
Cable,	.....guests	per day	per week
Harriman,	.....guests	per day	per week
Ocean,	.....guests	per day	per week
Seaside,	.....guests	per day	per week

SALISBURY BEACH, N. H., extends from Hampton river six miles to the Merrimac and is smooth, hard, and gently sloping. On this shore the inhabitants of the surrounding country held an annual reunion every season for more than one hundred years. A dozen years ago when Whittier went there to pitch his "Tent on the Beach," he only found the smooth sand and grand ocean; now we find hotels and every facility for enjoyment.

Saratoga *Distance*—203 miles from Montreal. *Route*—by branch of the Grand Trunk R. R. to Rouse's Point, thence by Delaware and Hudson Canal Co. R. R. *Fare*—$7.50 from Montreal, or $10.35 if steamers across Lakes George and Champlain from Plattsburg are taken en route.

Hotels and Boarding Houses.

Arlington,	350 guests	$2 50 per day	$16 00 per week
Clarendon,	350 guests	4 00 per day	25 00 per week
Columbian,	175 guests	3 00 per day	16 00 per week
Congress Hall,	1000 guests	3 50 per day	24 50 per week
Grand Union,	1200 guests	4 00 per day	25 00 per week
United States,	800 guests	3 50 per day	24 00 per week

SARATOGA, N. Y., is principally noted for its remarkable mineral springs, its magnificent hotels and the crowds of visitors always to be seen there from July to October. The springs are peculiar for the different qualities they possess, no two being alike either in taste or effect, though they are all within a radius of half or three-quarters of a mile. The principal ones are the Congress, the Empire, the High Rock, the Star, the Excelsior and the Geyser. They are all located so as to be within easy access of the hotels. There is no city of the size of Saratoga in America, and few in the world, where so many magnificent hotels are to be found, and it speaks well for the excellence of their management, and the attractions of the place, that they are all well sustained by the patronage of the throngs of visitors who flock to them each year.

St. John *Distance*—250 miles from Portland. *Route*—by steamer from Portland which leaves wharf at foot of State St., or by Grand Trunk & Intercolonial R. R. from Quebec, the distance by the latter route being 588 miles. *Fare*—$4.50 by steamer, meals and state rooms, extra or $12.55 by R.R.

Hotels and Boarding Houses

Park,	100 guests	$2 50 per day	$12 00 per week
Old Waverly,	..... guests	.....per day	.....per week

ST. JOHN is the principal city of New Brunswick. Its site rises gradually from

the harbor, making some of its streets very steep. The town is situated upon a bold, rocky peninsula at the mouth of St John river, and presents an imposing front to the sea. It is 190 miles northwest from Halifax, 761 miles southeast of Montreal by R. R. The population is 30,000. The site was visited in 1604 by Champlain, and a settlement effected in 1635. It was created a town by Royal charter in 1785.

Swampscott

Distance—96 miles from Portland. *Route*—Eastern Railroad. *Fare*—$2 28.

Hotels and Boarding Houses.

Anawan	35 guests	..... per day	$14 00	per week
Beacon	75 guests	..... per day	.....	per week
Beach	... guests	..... per day	.....	per week
Blaney	55 guests	..... per day	12 00	per week
Cove	40 guests	2 50 per day	18 00	per week
Collins	... guests	..... per day	.....	per week
Cliff	60 guests	2 50 per day	12 50	per week
International	26 guests	..... per day	28 00	per week
Kiddie	35 guests	..... per day	14 00	per week
Lincoln	150 guests	3 00 per day	18 00	per week
Little	... guests	..... per day	.....	per week
Morse Hill	... guests	..... per day	.....	per week
Mott	... guests	..... per day	.....	per week
Oakland	50 guests	3 00 per day	15 00	per week
Ocean	110 guests	3 00 per day	16 00	per week
Page	25 guests	..... per day	11 50	per week

SWAMPSCOTT, Mass., is the most fashionable and frequented of the watering-places in the vicinity of Boston, and is 12 miles north of that city. The seaside guide books all say "Swampscott is to Boston what Long Branch is to New York;' and it is true that here one finds a larger representation of Boston fashionable society than at any other beach. It possesses several advantages over some of the other resorts. It is only one mile from Lynn, and can be reached by the street car lines or by the Eastern R. R. It has three beautiful beaches of different length, which are washed by the pure ocean water, and the surf-bathing is capital, as there is no undertow, and many pronounce the waters warmer than at other places; and this may be true, for the beaches front the south, and the sun shining on the sands warms the water, so that towards evening it is delightful. The view oceanward is beautiful. Directly opposite, across the little bay, is rocky Nahant, connected by its white ridge of sand on the right to the Lynn Beach, between lies the bare island called Egg Rock, with its light 80 feet above the water, while off to the left is the clear broad ocean with nothing to break the view. The peculiar form of the beach here gives the surf the power to pound the fine sand into a perfectly smooth road, and so hard that carriage wheels scarcely make an impression on it. There is a beautiful avenue, 60 feet wide and 10 miles long, from Swampscott to Marblehead, in some places running along the water's edge, and in others, through woods back from the shore, or on the top of the rocky bluffs that form a part of the shore.

The Thousand Islands

Distance—392 miles from Detroit to Kingston. *Route*—Grand Trunk Railroad to Kingston, thence by steamer. *Fare*—$10 75 to Kingston.

Hotels and Boarding Houses.

Crossman House	..... guests	$.....	per day	$..... per week
Thousand Island	1000 guests	3 50	per day	22 00 per week

THE THOUSAND ISLANDS.—The most remarkable collection of river islands in the world is the archipelago in the upper St. Lawrence, known by the above name. Remarkable things are not often underrated in the descriptions men give them, but in naming this wonderful gift of nature some one has been guilty of misrepresentation, for instead of 1,000 there are nearly 1,700 islands. The group begins about opposite Cape Vincent, N. Y., at the outlet of Lake Ontario, and extends for 40 miles down the St. Lawrence, and presents to view everything conceivable in the way of an island, from a bare rock a yard across, to an island covering many acres, some heavily wooded, some covered only with grass, some cultivated as farms, some containing only a beautiful summer residence with its surrounding pleasure grounds, and others fitted up with rustic seats and tables for pleasure parties. Some of these islands are hilly, while others scarcely rise above the water's surface, and viewed from the deck of a steamer winding its way among them, make an impression upon the mind that memory will tenaciously cling to. Of course these localities are the very paradise of sportsmen, especially those who enjoy fishing, and every facility for these pursuits, as well as for boating, and other watering place recreations, is furnished by the summer hotels among the islands. This lovely view is one of the attractions of the *Evening News'* excursion.

Toronto

Distance—231 miles from Detroit. *Route*—Grand Trunk Railroad. *Fare*—$7 00.

Hotels and Boarding Houses.

American	150 guests	$2 00 per day	$8 00	per week
Marlborough	60 guests	1 50 per day	7 00	per week
Queen's	300 guests	3 00 per day	18 00	per week
Rossin	300 guests	2 50 per day	14 00	per week
Walker	..... guests	..... per day	.....	per week

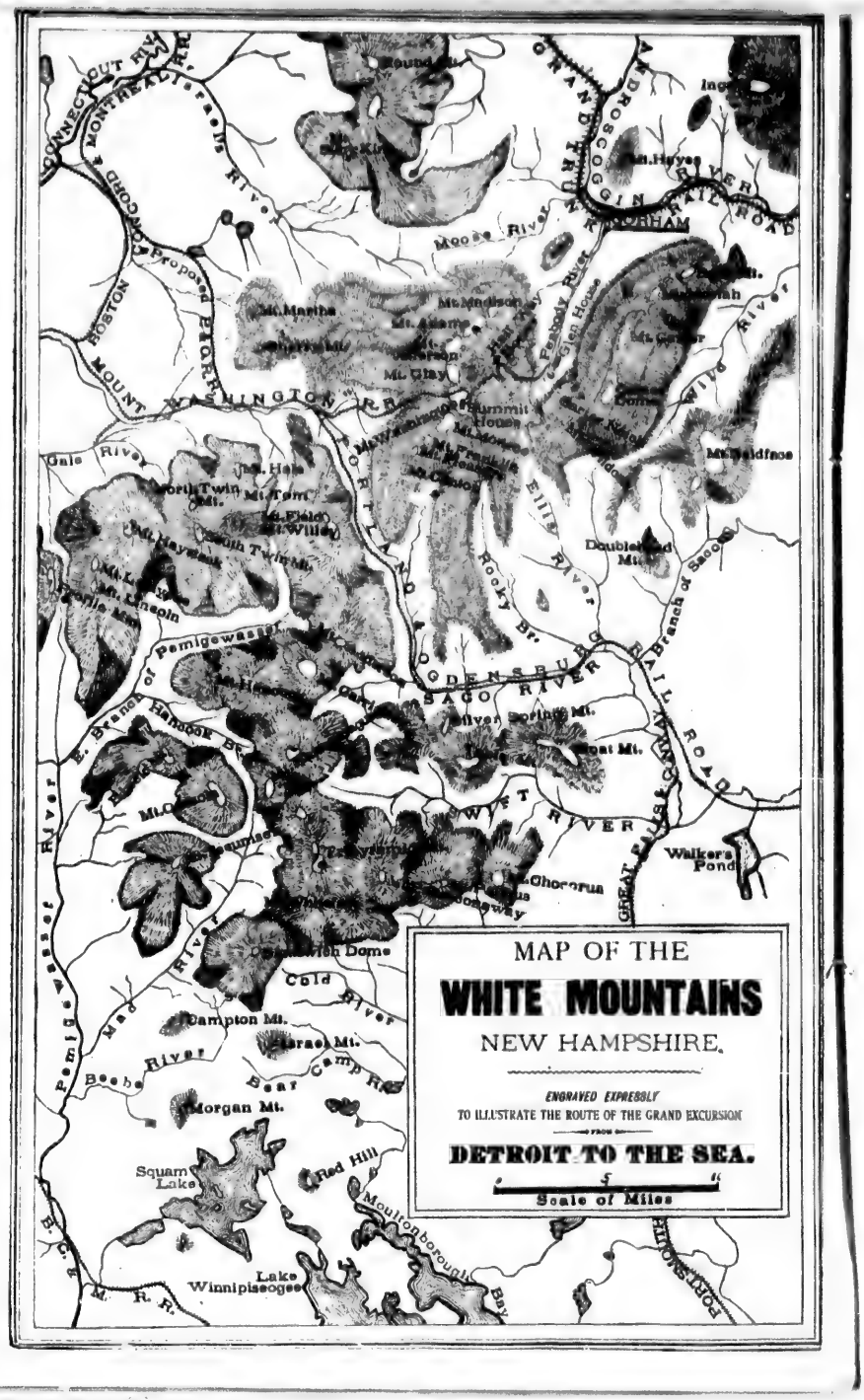
TORONTO, Ontario, population 90,000, is situated on a bay of Lake Ontario, and is one of the principal cities on the line of the Grand Trunk R R. It has 47 churches, 41 newspapers and journals, and has abundant proof in its public and manufacturing buildings, of its enterprise and prosperity. The city was founded in 1794, captured by the "Americans" in 1813, and incorporated 1834.

The QUEEN'S HOTEL, Toronto, (strictly first-class) is celebrated for its home comforts, perfect quiet, excellent attendance, and the peculiar excellence of its cuisine. Patronized by Royalty and the best families. Rooms en suite, with bath rooms attached. Prices from $2 50 upwards, depending on location of room.

McGRAW & WINNETT, Proprietors.

The ROSSIN HOUSE Toronto. The only first-class hotel situated on the principal business street in the city. Besides its superiority in point of location it is the only hotel in Toronto complete in all its appointments. Graduated prices, $2 00, $2 50 and $3 00 per day Rooms with baths $3 50 and $4 00 per day.

MARK H. IRISH, Proprietor.


MAP OF THE
WHITE MOUNTAINS
NEW HAMPSHIRE.
ENGRAVED EXPRESSLY
TO ILLUSTRATE THE ROUTE OF THE GRAND EXCURSION
FROM
DETROIT TO THE SEA.
Scale of Miles
Mt. Washington
Mt. Adams
Mt. Madison
Mt. Jefferson
Mt. Clay
Mt. Monroe
Mt. Franklin
Mt. Pleasant
Summit House
Mt. Hale
Mt. Field
Mt. Willey
Mt. Lincoln
Mt. Carrigain
Mt. Chocorua
Mt. Morgan
Mt. Red Hill
Mt. Waldface
Mt. Hayes
Mt. Madison
Glen House
Gorham
Moose River
Peabody River
Wild River
Rocky Br.
Ellis River
Saco River
Swift River
Silver Springs Mt.
Walker's Pond
Cold River
Mad River
Pemigewasset River
Beebe River
Bear Camp River
Squam Lake
Lake Winnipiseogee
Moultonborough Bay
Ossipee
Conway
Jackson
Glen
Proposed Profile & Conway R.R.
Mount Washington R.R.
Portland & Ogdensburg R.R.
Grand Trunk R.R.
Connecticut River
Montreal River
Boston
Gale River
North Twin Mt.
South Twin Mt.
Mt. Tom
Mt. Hayes
Mt. Lafayette
Franconia Mts.
Pemigewasset
E. Branch of Pemigewasset
Hancock Br.
Saco
Ossipee
Portsmouth
B. C. & M. R. R.

Well's Beach *Distance*—30 miles from Portland. *Route*—Boston & Maine Railroad to Well's Station. *Fare*—$1 05.

Hotels and Boarding Houses

Atlantic	150 guests	$2 00 per day	$11 00 per week
Bay View	50 guests	..... per day	..... per week
Highland	50 guests	1 00 per day	6 00 per week

WELLS' BEACH, Maine, is six miles long, said to be frequented by snipe and curlew. In the woods very near are found partridges and woodcock, and to make the sportsmen still more happy a large trout stream crosses the beach. The sea views are unobstructed.

White Mountains *Distance*—from Detroit 772 miles. *Route*—Grand Trunk Railroad to Gorham, N. H. *Fare*—$18—the excursion tickets include Gorham.

Hotels and Boarding Houses.

BETHLEHEM, N. H			
Maplewood	500 guests	$4 00 per day	$17 00 per week
Sinclair	350 guests	3 00 per day	15 00 per week
CRAWFORD, WHITE MTS.			
Crawford	500 guests	4 50 per day	25 00 per week
FABYANS N. H.			
Fabyans	500 guests	4 50 per day	25 00 per week
Mt. Pleasant	150 guests	2 00 per day	12 00 per week
GORHAM, N. H.			
Alpine	150 guests	2 50 per day	15 00 per week
Glen House	500 guests	4 50 per day	28 50 per week
MT. WASHINGTON, WHITE MTS.			
Summit House	200 guests	5 00 per day	30 00 per week
TWIN MOUNTAINS, WHITE MTS.			
Twin Mountain	300 guests	4 50 per day	28 50 per week

THE WHITE MOUNTAINS N. H., one of the points of interest on the line of the excursion, are approached from the "east side" via. Gorham on the Grand Trunk R. R.* They consist of more than 200 peaks that cover an area of 2,700 miles. They are naturally divided into two divisions by the Saco river, each side being again subdivided on the east by the Peabody and Ellis rivers, and on the west by the Pemigewasset river. Topographically considered, the mountains are grouped into nine subdivisions, viz:

1. The Star-king group.
2. The Mt. Carter group.
3. The Mt. Washington range.
4. The Cherry Mt. district.
5. The Mt Willey range.
6. The Carrigan group.
7. The Passaconaway range.
8. The Twin Mt. group.
9. The Profile Mt. group.

The scenery of the White Mountains compares favorably with the Swiss Alps, and those who have traveled widely in foreign lands are generally most enthusiastic in speaking of their grandeur and beauty. Those who have simply *passed by* the mountains on the railroad are not qualified to judge of the scenery, except in the most superficial manner. Fine as are some of the views that are to be gleaned from the windows or rear platform of the train on the Grand Trunk railway, *they scarcely compare*, in any sense of the word, with that obtained from the veranda of the Glen House;† and that in turn becomes weak and insipid as the tourist stands, a mile and a quarter higher, among or rather *above* the clouds, on the summit of Mt. Washington. The *summits* only of some of the loftiest peaks escaped the tremendous smoothing and "polishing off" that the rest received during the ice period, which accounts for the flowing instead of acute outlines. Mt.

VIEW IN THE WHITE MOUNTAINS.

*One of the 25 excursion photographs described on page 2 is a fine 11x14 view of Gorham. It is No. 5 on the list and described as follows:

5. GORHAM, N. H.—From the piazza of the Alpine House, shows the station and trains in the foreground and a portion of the White Mountains in the background. The road from the Glen House (8 miles distant) can be seen where it enters the mountains. This photograph will be sent to any address an receipt of 50 cents.

†No. 7 of the list of excursion photographs is that of the Glen House, and is described page 2 as follows:

7. GLEN HOUSE.—8 miles from the G. T. R. R. (at Gorham,) on the Peabody River, in the heart of the White Mountains. This view is taken from across the valley, and shows the Carter Mountains behind the house. The Glen House accommodates 500 guests, and commands from its piazza an unobstructed view of the entire "Presidential range," the finest single view in the mountains. View, 11x14 in. It will be sent to any address on receipt of 50 cents.

Adams, which is a sharply defined peak, is a marked exception, however. The forty-five names following are those by which the principal peaks are now known. The figures attached give the height in feet

Adams	5,794	Lincoln	5,103
Anderson	4,000	Moriah	4,053
Bald	3,978	Madison	5,365
Baldface	3,600	Monroe	5,384
Black	3,571	Moat	3,200
Carter	4,702	North Twin	5,000
Carter Dome	4,830	Osceola	4,400
Clay	5,552	Pleasant	4,764
Clinton	4,320	Profile	1,200
Cherry	3,670	Paugus	2,829
Carrigan	4,678	Passaconaway	4,260
Chocorua	3,340	Starr-King	3,800
Campton	1,742	South Twin	5,004
Doublehead	3,120	Sandwich Dome	4,300
Franklin	4,904	Tom	3,200
Field	4,070	Table	3,784
Hayes	2,917	Tecumseh	4,000
Hale	2,337	Tripyramid	3,542
Haystack	2,787	Wildcat	4,350
Hancock	4,420	Washington	6,293
Jefferson	5,714	Wiley	4,350
Kancamagus	1,923	Whiteface	4,007
Lafayette	5,200		

MT. WASHINGTON,

which is 6,293 feet, or nearly a mile and a quarter high, rises over 500 feet above the loftiest of the surrounding peaks. On account of this elevation, the summit forms an arctic island in the temperate zone, having the same climate as Greenland at 70° north latitude. This is shown both by the temperature and the vegetation. The latitude is 44° 16′ 25″ north, and the longitude is 76° 16′ 25″ west. The interest in this mountain is enhanced by knowing that the highest geological authorities place it among the very earliest formations of the earth's surface. Isaac Hill says, "Mt. Washington had been thousands of years in existence before the internal fires upheaved the Alps." The grooves and scratches on all but the south side show the course of the ice-bearing ocean of the glacial epoch. These marks are found to within 1,100 feet of the summit, hence the surrounding valleys must have been filled with ice a mile thick, which, slowly moving south, finally submitted to a southern sun. The *flora* of Mt. Washington is identical with that of the arctic regions. He who ascends to this latitude has a similar opportunity for botanic study as if he made a journey to the north, passing first from the noble forests with which we are familiar to those of stunted growth, and finally leaving them behind altogether, at length arriving at the barren and bleak regions beneath the Arctic Circle. In approaching the mountain summits, one is first struck by the appearance of the firs and spruces, which gradually become more and more dwarfish, at length rising but a few feet from the ground, the branches spread out horizontally many feet, and become thickly interwoven. These present a comparatively dense upper surface which is often firm enough to walk upon. At length these disappear wholly, and give place to the Lapland rhododendron, Labrador tea, dwarf birch, and Alpine willow, all of which after rising a few inches above the ground, spread out over the surface of the nearest rock, thereby gaining warmth, which enables them to exist in spite of tempest and cold. These in their turn give place to the Greenland sandwort, the diapensia, the cassiope, and others with arctic rushes, sedges and lichens, which flourish on the very summit. In 1642 the first ascension of Mt Washington was made by Darby Field; in 1810 Abel and Ethan Allen Crawford made the first path to the summit; the bridle-path was made in 1819, and Abel Crawford rode the first horse up, exclaiming, "Can it be possible that a live horse stands on the summit of Mt. Washington?" The first house was built by the Crawfords; the old Summit House was put up in 1852 and the Tip-Top House in 1853; the carriage road was finished in 1861, the railroad in 1869, and the present Summit House in 1870. "Osgood's White Mountains" is the best guide to the mountains published. Price $1,—for sale by James R. Osgood & Co., of Boston.

GLEN ELLIS FALLS, FOUR MILES FROM GLEN HOUSE.

LINES OF TRANSPORTATION

Alphabetically arranged list of the main (Grand Trunk R.R.) and the connecting lines used by the DETROIT EVENING NEWS Excursions.

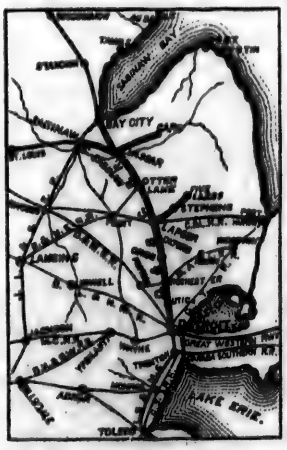
Bay City Division M. C. R. R.

Depot—foot of Third st., Detroit. *Time*—Trains run on Chicago time. *Connection*—Same depot as that from which excursion will start over the Grand Trunk R. R.

** Distance from Detroit and fare one way.*

Bay City, Mich.,	108 miles	$3 35
East Saginaw, Mich.,	107 miles	2 95
Lapeer, Mich.,	60 miles	1 80
Orion, Mich.,	40 miles	1 20

THE BAY CITY DIVISION OF THE M. C. R. R. runs north from Detroit to Bay City, passing through a fine part of the State, notably so at Orion Lake, which has acquired a reputation as a summer resort. At Denmark Junction a branch runs 16 miles to East Saginaw and Saginaw City. This road belongs to and is under the same management as the Michigan Central R. R.



Boston, Concord & Montreal R. R.

Connection—is made with the excursion on the G.T. R.R. at Groveton Junction, N. H.

Distance from Groveton Junction and fare one way.

Boston, Mass.,	220 miles	$5 60
Concord, Mass.,	145 miles	5 80
Fabyans, N. H.,	40 miles	1 70
Lancaster, N. H.,	10 miles	45
Littleton N. H.,	30 miles	1 40

THE BOSTON, CONCORD AND MONTREAL R. R. runs through the White Mountains on the "west side." A train leaves Groveton Junction at 8 a. m., on arrival of G. T. R. R. train from the west, arriving at Fabyans at 1:15 p. m. At Fabyans, connection is made with the Mt. Washington Elevated R. R. Fare $5.70 from Groveton Junction, one way to the summit of Mt. Washington, $1.70 to Fabyans thence $4. to the summit. The general offices of the B. C. & M. R. R. are at Plymouth. N. H., J. A. Dodge is General Manager and William R. Brackett is General Ticket Agent.

Boston & Maine R. R.

Depot—360 Commercial st., Portland and Haymarket Square, head of Washington st., Boston. *Time*—trains run on Boston time which is 48 minutes faster than Detroit time. *Connection*—although the depot is about one mile south of the G. T. R. R. depot, trains are run from the latter to connect. *Baggage*—checked from Detroit to Portland will be taken off at the 1st or G.T.R.R.depot where it can be transferred to the Boston & Maine R. R. train in waiting. *Special Rates*—To members of the excursion the price from Portland to Boston over this line will be $2, or $3 50 for the round trip. These special rate tickets will be for sale at the Portland Grand Trunk Railroad ticket office only.

Distances from Portland and fare one way.

Boston, Mass.,	108 miles	$3 00
Kennebunk, Maine,	25 miles	75
Lawrence, Mass.,	89 miles	2 75
Lowell, Mass.,	103 miles	3 00
Old Orchard, Maine,	12 miles	45
Saco, Maine,	16 miles	55
Wells, Maine,	30 miles	1 05

THE BOSTON AND MAINE, R. R. runs south-west from Portland near the coast line, and in sight of the ocean, to North Berwick, 46 miles, where it crosses the Eastern Railroad, and completes its route to Boston through one of the most interesting portions of New England, at a distance ranging from 8 to 20 miles from the Atlantic. Those desiring to go to Old Orchard Beach, Biddeford, Haverhill, Lawrence, Lowell, or Kennebunck, will have to take this road. The Boston and Maine Railroad has a branch that runs to Lake Winnipiseogee, connecting with a steamer owned by themselves. The general offices are at the depot buildings, Boston. Sames T. Furber is General Superintendent and D. J. Flanders, is General Ticket Agent.

* Names of stations on this and following rail-roads are arranged alphabetically.

Where can I find a nice bathing suit?

L. A. Smith & Co., 105 Woodward avenue, keep them constantly on hand and manufacture them to order. We advise you to correspond with this firm.

How about outside wraps?

The same firm makes a speciality of ladies' made up garments. You can procure of them a complete ontfit. We noticed pretty hair check jackets as low as $2.50; all linen ulsters beginning at $1.25; stacks of Shetland and wool shawls, dresses, silk and cloth summer garments

Would you advise us to procure our gloves, hosiery, merino underwear &c., of Messrs. L. A. Smith & Co.?

Most decidedly, from the fact that they import largely, consequently they stand alone as distributers between the manufacturer in Europe and the consumer in Michigan.

Did you notice their line of dress goods?

Yes, we gave this our especial attention and were surprised to find that they sell grey all wool filling dress goods for 15c., wash alpacas for 25c., all wool dress goods in a great variety of colors for for 25c., double width npn veilingfor 50c. and were assured by Messrs. L. A. Smith & Co. that silks brocades, and cashmeres were never sold as low as now.

Why do you especially recommend the dry goods house of L. A. Smith & Co., 105 Woodward avenne?

Because their stock is always full and complete, their sales large and their expense for doing their business relatively small.

CanadaSouthern R. R.

Depot—Foot of 3rd street, Detroit. *Time*—Trains run on Detroit time. *Connection*—Excursion train on G.T.R.R. leaves same depot.

Distance from Detroit and fare one way.

Toledo, Ohio,	60 miles	$1 80

THE CANADA SOUTHERN R. R. is the most southerly route through Canada, crossing the Detroit River and Grosse Isle, 20 miles south of Detroit. A branch runs from this crossing to Toledo connecting with Cincinnati, Dayton & Hamilton R. R. for Cincinnati, and the Lake Shore R.R. for Cleveland. Connection is also made at Toledo with the Wabash, St. Louis & Pacific R. R. for all points south-west. The road is in fine condition and well managed. The general offices are at St. Thomas, Ont., but General Manager, W. P. Taylor and General Passenger Agent, Frank E. Snow, have their offices at Buffalo, N. Y. The Detroit up-town ticket office is at 153 Jefferson avenue.

Champlain Transportation Co.

Route—on Lake Champlain from Plattsburg, 81 miles to Fort Ti, and on Lake George from Baldwin, 36 miles to Caldwell. The distance around the falls from Fort Ti on Lake Champlain to Baldwin on Lake George, 6 miles, is made by R. R. *Connection*—is made with excursion route at Montreal by branch of G. T. R. R. to Rouse's Point, thence by Delaware & Hudson R. R. to Plattsburg.

Distance from Montreal and fare one way.

Baldwin, N. Y.,	162 miles	$6 35
Burlington, Vt.,	100 miles	3 60
Caldwell, N. Y.,	198 miles	8 35
Fort Ticonderoga, N. Y.,	156 miles	5 60
Plattsburg, N. Y.,	74 miles	2 90

THE CHAMPLAIN TRANSPORTATION CO. own four fine steamers. Two of them, the Vermont and A. Williams, are on Lake Champlain; and the other two, the Horicon and Ganouskie, ply on Lake George. These steamers are models of cleanliness and convenience for pleasure travel. P. W. Barney, of Burlington, Vermont, is General Superintendent. The fare one way through Lake Champlain is $2 70; both lakes, $5 45; both lakes from Plattsburg and return, $7 50.

Chicago & Grand Trunk R. R.

Depot—corner of 12th and State street, Chicago, and at G. T. R. R. depot at Port Huron, Mich. *Time*—trains run on Chicago time, which is 20 minutes slower than Detroit time. *Connection*—can be made with the excursion at Port Huron from Flint.

Distance from Port Huron and fare one way.

Battle Creek, Mich.,	160 miles	$4 80
Chicago, Ill.,	330 miles	9 60
Flint, Mich.,	66 miles	1 95
Lansing, Mich.,	114 miles	3 45
South Bend, Ind.,	235 miles	7 05

THE CHICAGO AND GRAND TRUNK R. R. which runs direct from Chicago to Port Huron, Mich., is the property of the Grand Trunk Railroad, and under the same general management. Its local management is from Chicago. S. R. Callaway is General Superintendent and Charles B. Peck General Manager, with office at Port Huron.

Cincinnati, Hamilton & Dayton R. R.

Depot—corner 5th and Hoadley streets, Cincinnati. *Time*—trains run on Columbus, Ohio, time which is three minutes slower than Detroit. *Connection*—is made from Toledo, that being the northern terminus, via the Lake Shore or Canada Southern R. R. *Special rates*—Round trip tickets will be sold to Toledo, to connect, for a single fare.

Distance from Detroit and fare one way.

Cincinnati, Ohio,	257 miles	$7 75
Dayton, Ohio,	197 miles	6 05
Deshler, Ohio,	269 miles	2 80
Hamilton, Ohio,	232 miles	7 00
Indianapolis, Ind.,	330 miles	8 30
Lima, Ohio,	126 miles	3 95
Piqua, Ohio,	169 miles	5 20
Richmond, Ind.,	277 miles	7 30
Sidney, Ohio,	157 miles	4 85

THE CINCINNATI, HAMILTON AND DAYTON R. R. is the great connecting link between Detroit and the South, and with its branches from Hamilton, Indianapolis and Richmond, Indiana, largely controls the passenger and freight traffic between the points indicated. The General offices are at Cincinnati, Ohio. L. Williams is General Manager and Samuel Stevenson, General Ticket Agent.

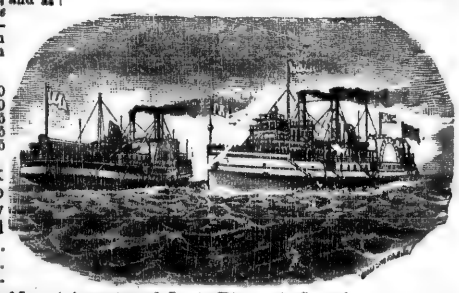
Cleveland Steamers

Dock—No. 23 River street, Cleveland and foot of Wayne street, Detroit. *Connection*—at Detroit one square from dock to Woodbridge street, thence four squares west to Union depot at foot of 3rd street. *Special rates*—Round trip tickets will be sold at Cleveland to connect, at $5 00, but $1.00 will be refunded on the return trip, making the net rate $4 00 provided the holder has obtained the signature of W. Y. Brearley on the back of ticket before returning.

Distance from Detroit and fare one way.

Cleveland, Ohio,	110 miles	$3 00

THE CLEVELAND STEAMERS, the City of Detroit and Northwest leave the M. C. R.R. dock at Detroit, at 10:30 p. m., and the company's dock at Cleveland, at 9 p. m., each evening arriving at their respective destinations at 5 a. m. The steamers are first class in every respect and a favorite line with summer tourists. The general office is at the foot of Wayne street, Detroit. David Carter is General Manager, C. D. Whitcomb is General Passenger and Ticket Agent and L. A. Pierce is Local Agent at Cleveland.



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— OF THE —
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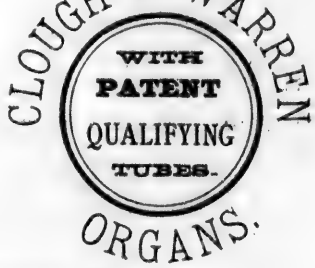

ALSO STATE AGENTS FOR

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— AND —
JAMES & HOLMSTROM

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PRICES THE LOWEST. QUALITY THE BEST.

TERMS TO SUIT ALL.

Call and Examine these Instruments Before Purchasing, you may

SAVE $25 TO $50.

CLOUGH & WARREN ORGAN Co.,

CORNER SIXTH AND CONGRESS STREETS,

DETROIT, MICH.

Take Fort st. or Congress st. Car to Sixth st.

Delaware and Hudson Canal Co.

Route—A portion of this railroad runs south from Rouse's Point, N. Y., to Albany, N. Y. *Time*—Trains run on Albany time or 38 minutes faster than Detroit time. *Connection*—From Montreal take Grand Trunk R.R. branck 50 miles to Rouse's Point, New York:

Distance from Montreal and fare one way.

Albany, N. Y.,	240 miles	$8 70
Baldwin, N. Y.,	162 miles	6 35
Fort Ti., N. Y.,	156 miles	5 60
Plattsburg, N. Y.,	74 miles	2 90
Saratoga, N. Y.,	203 miles	7 50

THE DELAWARE AND HUDSON CANAL Company was formerly, and is still, in the canal business, but this by no means comprehends all. The company owns a railway system of which the above is but a portion, and has lines to Binghamton, N. Y., and to the great coal region of Scranton, Pa., as well as to Rutland, Vermont. Those desiring to visit the famous Au Sable chasm will take a branch railroad of this company to AuSable, 20 miles southwest of Plattsburg, D. M. Kendrick is General Passenger Agent, office corner of Maiden Lane and Dean street, Albany, New York.

Detroit, G. H. & M. R. R.

Depot—Foot of Brush street, Detroit. *Time*—Trains run on Detroit time. *Connection*—Take street car or hack ¼ mile to union depot, foot of Third street, Detroit, or connection can be made at Grand Trunk Junction without coming into the city. *Special rates*—Round trip tickets will be sold to connect at a single fare.

Distance from Detroit and fare one way.

Grand Rapids, Mich.,	157 miles	$4 75
Grand Have , Mich.,	189 miles	5 70
Holly, Mich.,	47 miles	1 45
Ionia, Mich.,	124 miles	3 70
Milwaukee, Wis.,	271 miles	8 00
Pontiac, Mich.,	26 miles	80

THE DETROIT, GRAND HAVEN & MILWAUKEE R. R. is the most direct line between Milwaukee or Grand Rapids and Detroit, and runs four fast express trains daily, with sleeping cars of their own manufacture attached. The connection between Grand Haven and Milwaukee (distance 85 miles) is by steamer twice daily. The general offices are at Detroit at the dep— W. J. Morgan is Superintendent and T. Tandy, General Passenger Agent.

Detroit, H. & S. R. R.

Depot—Foot of 3rd street, Detroit. *Time*—Trains run on Chicago time. *Connection*—Same depot as that from which the excursion train starts over the Grand Trunk R. R.

Distance from Detroit and fare one way.

Hillsdale, Mich.,	91 miles	$2 75
Ypsilanti, Mich.,	30 miles	90

THE DETROIT, HILLSDALE & SOUTHWESTERN R. R. uses the M. C. R. R. track to Ypsilanti, thence direct to Hillsdale. The general offices are at Ypsilanti. J. W. Smith is General Manager.

Detroit, Lansing & Northern R. R.

Depot—Foot of Third street, Detroit. *Time*—Trains run on Detroit time. *Connection*—The excursion train on G. T. R. R. leaves the same depot at Detroit. *Special rates*—Agents along the line of this road will sell round trip tickets to connect with the excursion to those who have previously purchased excursion tickets, at a single fare.

Distance from Detroit and fare one way.

Big Rapids, Mich.,	190 miles	$5 45
Howell, Mich.,	52 miles	1 55
Howard City, Mich.,	161 miles	4 80
Ionia, Mich.,	123 miles	3 70
Lansing, Mich.,	85 miles	2 55
Stanton, Mich.,	147 miles	4 40

THE DETROIT, LANSING & NORTHERN R. R. lies entirely in Michigan, having Detroit for its southern terminus, while Howard City and Big Rapids are its northern termini, where it connects directly with Traverse City and Petoskey by the Grand Rapids & Indiana R. R. It also connects at Ionia with the D. G. H. & Milwaukee R. R., and at Lansing with roads running directly to the lumber region of the Saginaw Valley. The general offices are at the corner of Griswold and Larned streets, Detroit. J. B. Mullikon is General Manager and W. A. Carpenter, General Passenger Agent.

Eastern R. R.

Depot— Commercial street, Portland, and on Causeway st., opposite Friend street, Boston. *Time*—Trains run on Boston time or 48 minutes faster than Detroit time. *Connection*—Arriving in Portland by the Grand Trunk R. R. and desiring to take the Eastern R. R., passengers should not get out at the first depot for trains are run without change on to the Eastern depot, one mile south of the Grand Trunk depot. *Baggage*—Those desiring to go south by this road, should have baggage checked "EASTERN DEPOT, PORTLAND," to prevent its being left off at the G. T. R. R. depot. *Special Rates*—No special rates given one way but round trip tickets from Portland to Boston, not good to stop over at intermediate points, can be secured for $4.50.

STEARNS' DRUG STORE

Tourists are invited to visit our Establishment when in the City.

We Keep the Largest Variety of Medical Merchandise Gathered Under One Roof in America.

——We also have an elegant line of——

TOILET ARTICLES,

DRESSING CASES,

MEDICINE CASES,

FLASKS,

And Everything needed by the Traveler.

FREDERICK STEARNS,

81 Woodward Avenue, DETROIT, MICH.

Distance from Portland and fare one way.

Boston, Mass.,	108 miles	$3 00
Biddeford, Me.,	14 miles	55
Chelsea Mass.,	102 miles	2 00
Hampton, N. H.,	61 miles	2 60
Kennebunk, Me.,	23 miles	85
Portsmouth, N. H.,	51 miles	1 65
Lynn, Mass.,	96 miles	2 80
Revere, Mass.,	104 miles	2 90
Salem, Mass.,	94 miles	2 70
Swampscott, Mass.,	95 miles	2 75
Scarboro, Me.,	5 miles	25
Wells, Me.,	28 miles	1 05

THE EASTERN R. R. is by no means limited to the direct line between Portland and Boston, it also has branches that reach out to Wolfboro on Lake Winnipiseogee, to North Conway in the White Mts., and to Gloucester on the east coast. This road runs through a very interesting portion of New England, and is the only route that can be taken to reach many of the beaches and points of interest along the coast, such as Rye and Hampton Beaches, Swampscott, Lynn, Salem, Nahant, Marblehead and Gloucester. The general offices are at the depot in Boston. D. W. Sanborn is Master of Transportation, and Lucius Tuttle is General Passenger Agent.

Fall River Line Steamers *Wharf*—at Fall River, Mass. and Pier 28 North River, N Y. city. *Time*—steamers run on N. Y. city time going east and on Boston time going west. *Fare*—From Boston to New York, 230 miles, via this line, $4 00. *Connection*—trains leave Old Colony depot, Boston, at 4:45 and 6:00 p. m. to connect with steamer at Fall River, a run of 1¼ hours

THE FALL RIVER LINE owns two magnificent steamers, the Bristol and Providence, which alternately leave each terminus in the evening and arrive in the morning. Nothing could well excel the appointments of this line. The steamers are palatial and offer their passengers "grand concerts" on each trip. The general office is at Pier 28, North River, N. Y. City. George L. Connor is General Passenger agent. Last year, the competition of the Providence line reduced the fare from Boston to New York to $1.00. This year, Mr. Connor states that there is no competition.

Flint & Pere Marquette R. R. *Depot*—foot of 3rd street, Detroit *Time*—trains run on Detroit time. *Connection*—same depot at Detroit. Connection with excursion may be made at Port Huron via the Chicago & Grand Trunk R. R. from Flint.

Distance from Detroit and fare one way.

Bay City, Mich.,	121 miles	$3 25
East Saginaw, Mich.,	108 miles	2 95
Flint, Mich.,	74 miles	1 95
Holly, Mich.,	47 miles	1 45
Ludington, Mich.,	246 miles	7 05

THE FLINT & PERE MARQUETTE R. R. runs west to Wayne Junction, thence northwest to Ludington, via Flint, East Saginaw and Bay City. This road is noted for being "on time," a quality that requires as prerequisites, a good track, rolling stock and supervision. The general offices are at East Saginaw. S. Keeler is superintendent and J. P. Nourse is General Passenger Agent.

Grand Trunk R. R. *Depot*—foot of 3rd street, Detroit. *Time*—trains leave on Chicago time or 20 minutes slower than Detroit time. *Connections*—At Detroit all railroads leave the same depot, except only the Detroit, Grand Haven and Milwaukee R. R., and the Lake shore R. R. whose depot ½ mile distant, is connected by street cars.

Distance from Detroit and fare one way.

Buffalo, N. Y.,	256 miles	$ 7 00
Brockville, Ont.,	439 miles	11 60
Coburg, Ont.,	300 miles	7 75
Cornwall, Ont.,	497 miles	14 00
Groveton, N. H.,	738 miles	19 50
Gorham, N.H.,	772 miles	18 00
Island Pond, Vt.,	712 miles	18 00
Kingston, Ont.,	392 miles	10 75
Mt. Clemens, Mich.,	25 miles	75
Montreal, Quebec,	564 miles	15 00
Port Huron, Mich.,	62 miles	1 85
Portland, Maine,	861 miles	19 00
Portland, via. Quebec,	1053 miles	22 50
Quebec, Quebec,	736 miles	17 50
Richmond, Quebec,	640 miles	16 50
Toronto, Ont.,	231 miles	7 00

THE GRAND TRUNK R. R., lying principally in Canada, has branch termini at Chicago, Detroit, Goderich, Buffalo, Collingwood, Ottawa, Rouse's Point, Three Rivers, Quebec, Riviere du Loup, and the sea shore at Portland, Maine. The distances from Detroit, given above, convey only a partial idea of the real magnitude of this railway system. It has over 1,700 miles of track, of which 1,053 are laid with steel rails and kept in superb condition by an army of employes. Trains are run by telegraph and no safeguard is omitted that can secure safety. The vast amount of money employed in the construction and maintenance of this line may be inferred from a single item of expenditure, i. e., that of the Victoria Bridge across the St. Lawrence river at Montreal, which cost nearly $8,000,000 in gold. The stock of the road is owned and controlled in England, but the general offices are at Montreal. Joseph Hickson is General Manager, and Wm. Wainright is Assistant General Manager, attending also to the duties of the General Passenger Agent. Pullman palace cars are used on this road, with T. H. Clarke at Montreal as department superintendent. The interests of the road at Detroit are capably served by Division Superintendent J. A. Moore and Local Agent E. J. Pierce, at the Detroit uptown office, 156 Jefferson avenue, and by Station Agent J. R. Wood at the depot. For summer pleasure travel this road is unexcelled, for it should be remembered that much of this route is as far north as Lake Superior, and equally as cool for summer travel.

THE GRAND TRUNK R. R. is the most Northern pleasure route to the White Mountains and Sea Shore. It has now all steel rails, stone and iron bridges and culverts, making it as perfect as any English railway. Trains can run, if necessary, 60 miles an hour over this line with perfect safety.

RUSSELL'S

ST. LOUIS HOTEL,

QUEBEC.

Patronized by their Excellencies the Gov.-General of Canada and Countess of Dufferin.

This Hotel, which is unrivaled for size style and locality in Quebec, is open through the year for pleasure and business travel, having accommodation for 500 guests.

It is eligibly situated in the immediate vicinity of the most delightful and fashionable promenades, the Governor's Garden, the Citadel, the Esplanade, the Place D'Armes, and Durham Terrace, which furnish the splendid views and magnificent scenery for which Quebec is so justly celebrated. and which is unsurpassed in any part of the world.

THE RUSSELL HOTEL COMPANY,

WILLIS RUSSELL,
President.

Great Western R. R. *Depot*—Foot of Third st., Detroit. *Time*—Trains leave Detroit on Detroit time. *Connection*—Trains arrive at same depot from which excursion starts.

Distance from Detroit and fare one way.

Buffalo, N. Y.,	253 miles	$7 00
Hamilton, Ontario,	155 miles	5 70
Suspension Bridge,	229 miles	7 00
Toronto, Ontario,	224 miles	7 00

THE GREAT WESTERN R. R. is a popular line of transportation through Canada, too well known to need description here. Wm. Edgar is General Passenger Agent, with office at Hamilton, J. F. McClure is Assistant General Passenger Agent, with office at 151 Jefferson avenue, Detroit.

Hudson River Steamers *Dock*—foot of Hamilton street, Albany, N. Y., and from Vestry street pier (30) New York city. *Fare*—either way, $2.00.

THE HUDSON RIVER STEAMERS, the C. Vibbard and Albany, are designed for pleasure travel, and leave the two terminal points every morning at 8:30., arriving at their respective destinations at 6:10 P. M. The distance is 150 miles. Meals are furnished on board on the European plan. The general office is at pier 39, foot of Vestry street, New York city. A. Van Santvoord is President, and C. R. Van Benthuysen is General Ticket Agent.

Intercolonial R. R. *Depot*—at the depot of Grand Trunk R. R. at Riviere du Loup, province of Quebec. *Time*—trains run on Quebec time which is 47 minutes faster than Detroit. *Connection*—with the excursion at Quebec, is by the Grand Trunk R.R. to Riviere du Loup, which is nearly opposite the mouth of the Saguenay River.

Distance from Quebec and fare one way.

Halifax, N. S.,	686 miles	$14 30
Riviere du Loup,	125 miles	3 75
St. John, N. B.,	588 miles	12 70

THE INTERCOLONIAL R. R has over 700 miles of track connecting the province of Quebec with New Brunswick, Nova Scotia, and Prince Edward Island; and at one point passes through a picturesque mountain region which lacks but two degrees of being in the latitude of Hudson's bay, or about 360 miles farther north than Detroit. The general offices are at Moncton, New Brunswick. D. Pottinger is Superintendent, and Geo. Taylor General Freight and Passenger Agent.

International Line Steamers *Wharf*—Steamers leave railroad wharf, foot of State street at Portland and the end of Commercial wharf, foot of Richmond street, Boston. *Fare*—one way to Boston $1.50, round trip $2 00 state rooms are $1.00 extra. *Connection*—the wharf is one mile south from the first or Grand Trunk depot at Portland.

THE INTERNATIONAL LINE COMPANY have four fine steamers. The New York, City of Portland, New Brunswick and the Falmouth. Steamers leave Portland each Tuesday, Thursday and Saturday at 5 A. M., and leave Boston at 8 A. M. on Monday, Wednesday and Friday. Distance 110 miles.

This line also runs direct to the Bay of Fundy and St. John, New Brunswick, leaving Portland every Monday, Wednesday and Friday at 6 P. M., distance 250 miles, price one way $4.00, connecting also with Halifax 440 miles from Portland, price $8.50, state room and meals are extra. The general office is at 40 Exchange street, Portland. T. C. Hersey is President.

Lake Shore & M. S. R. R. *Depot*—foot of Brush st., Detroit. *Time*—trains arrive at and leave Detroit on Detroit time. *Connection*—take hack or street car line ¼ mile to Union depot foot of 3rd street, Detroit.

Distance from Detroit and fare one way.

Adrian, Mich.,	74 miles	$2 10
Chicago, Ill.,	285 miles	8 00
Cleveland, Ohio,	178 miles	4 50
Elkhart, Ind.,	184 miles	5 10
Toledo, Ohio.	60 miles	1 80

LAKE SHORE AND MICHIGAN SOUTHERN is one of the best equipped roads that enter Detroit, and has excellent appointments in every respect. The general offices are at Cleveland, Ohio. John Newall is General Manager, and J. W. Cary is General Ticket Agent. T. J. Charlesworth is Division Superintendent of the Detroit division, with office at depot, foot of Brush street.

Maine Central R. R. *Depot*—Commercial st. foot of State, Portland, with Eastern R. R. *Time*—trains run on Portland time 51 minutes faster than Detroit time. *Connection*—the Maine Central R. R. depot is one mile south of the Grand Trunk R. R. depot, at Portland; street cars can be taken in transit.

THE MAINE CENTRAL R. R. runs 136 miles northeast to Bangor, with connections for all parts of the state, and at the Bangor connecting with the European & North American R. R. to St. John, New Brunswick, which is 344 miles from Portland. Rockland, on Penobscot bay, Maine, is reached by a branch that leaves the main line at Brunswick, 29 miles east of Portland, and Belfast, also on Penobscot bay, and 129 miles from Portland, is reached by a branch from the main line at Burnham. A harbor steamer from Rockland runs to Mt. Desert Island, 45 miles distant. Hundreds of seaside towns, away from the rush of the more popular resorts, and where every advantage of seaside life can be obtained at low rates, are accessible from the various stations of the Rockland branch. The general offices are at Portland. Payson Tucker is Superintendent, and F. E. Boothby General Ticket Agent.

Michigan Central R. R. *Depot*—The Mich. Central depot foot of 3rd street, Detroit and Great Central depot foot of Lake street, Chicago, Ill. *Time*—trains run on Chicago time which is 20 minutes slower than Detroit time *Connection*—at same depot as that from which excursion will start.

Distance from Detroit and fare one way.

Chicago, Ill.,	284 miles	$8 00
Grand Rapids, Mich	170 miles	4 75
Jackson, Mich.,	76 miles	2 50
Kalamazoo, Mich.,	144 miles	4 30
South Haven Mich.,	183 miles	5 80

THE MICHIGAN CENTRAL R. R. reaches out to nearly all the principal points of Michigan with some one of its numerous branches. Two years ago the road passed into the control of Mr. Vanderbilt and constitutes now an important link in his chain of railroads that connect New York city and Chicago. H. B Ledyard is General Manager, office at Detroit, and Henry C. Wentworth is General Passenger Agent, with office at Chicago. The Detroit up-

Detroit Business Houses.

Places that the Visitors will desire to call while in Detroit.

PROVIDE FOR SICKNESS.

Drake, Homeopathic Pharmacy, at 31 State street, has prepared a small neat case of Homeopathic remedies for the use of such of the excursion as are believers in Hahnemann. It contains twelve remedies.

A book of directions accompany each case which will be found sufficient to guide the inexperienced.

The price of case, with book, is $1.0 , and will be sent to any address on receipt of price.

GLASS.

WILLIAM REID.

Wholesale and retail dealer in French and American Window Glass, Plate Glass, Ribbed and Rough Plate for Skylights, Cut and Enameled Glass, Silver Plated Sash Bars, French and German Looking Glass Plates. Lead and Oil, Colors, Putty, Points, Etc. ☞ If building and in want of anything write for estimates.

12 and 14 Congress st. east - DETROIT, MICH

J. F. RUHL'S

VIENNA PALACE

Bakery and Confectionery

Manufacturer of Vienna and Vienna Home-made Bread, Fancy Cakes, &c.

Head Quarters, 8 Grand River Avenue. Branch Stores—2 Russell House Block, 145 also 234 Randolph Street, 2 Michigan Avenue, and 51 Michigan Avenue.

Excursions, parties and weddings supplied with

ICE CREAM, CAKES, BREAD, &c.

Boats supplied at all hours.

Telephone in connection.

CUB BERDAN'S MUSIC HOUSE,

254 Woodward Avenue.

Is the most reliable place to get pianos, Organs, Band Instruments, Orchestra, Band and Sheet Music. BEST BAND INSTRUMENTS IN THE WORLD.

LAFLUSHER PIANOS.

Musicians' supplies of all kinds. Catalogue sent free.

Address O. F. BERDAN.

254 Woodward Avenue, Detroit, Mich.

MADAME HUDE,

Manufacturer and dealer in Infants Wardrobes, Children's Wear, Ladies' Underwear, etc. Bridal Outfits a specialty.

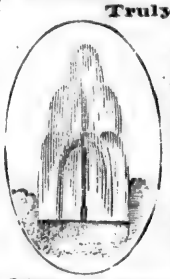
Fancy Goods and Worsteds Of All Kinds

Designing and stamping promptly attended to.

199 Woodward Avenue, - - Detroit, Mich.

MICHIGAN CONGRESS WATER.

Truly a Miracle

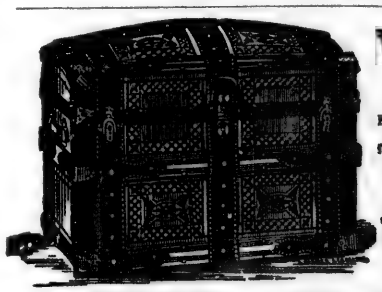


Clense the system. The world challenged for its equal! A splendid tonic, yet combining the best medicinal effects. Thousands testify to its truly wonder qualities and great efficacy. Warranted pure and natural—see circulars.

Never failing remedy for Biliousness, Kidney, Liver and Female Complaints, Dyspepsia Diabetes, Bright's Disease, etc.

Physicians use it themselves.

Office: 94 Griswold Street, Detroit.



WILLIAM BROWN

197 Jefferson Ave above Woodward Ave.

Manufacturer of and Wholesale and Retail Dealer in

TRUNKS,

VALISES,

TRAVELLING BAGS,

HAT CASES,

TRUNK AND SHAWL STRAPS,

——AND EVERY DESCRIPTION OF——

LEATHER GOODS FOR TRAVELLERS USE.

Repairing in all its Branches

town office, at 154 Jefferson avenue, is presided over by C. A. Warren, Local Passenger Agent.

Old Colony R. R. *Depot*—Corner of South and Kneeland st., Boston. *Time*—Trains run on Boston time or 48 minutes faster than Detroit time. *Connection*—Is made with the excursion route at Portland by the Eastern or Boston & Maine railroad

Distance from Boston and fare one way		
Cohasset, Mass.,	22 miles	$.....
Fall River, Mass.,	50 miles	.....
Martha's Vineyard,	... miles	.....
Nantucket,	... miles	.....
Newport, R. I.,	68 miles	.....
Plymouth, Mass.,	37 miles	.....
Woods' Hole, Mass.,	72 miles	.....

THE OLD COLONY RAILROAD was opened in 1845 from Boston to Plymouth, Mass., (37½ miles), and from Fall River, Mass., to Myricks, Mass. (12 miles), now comprises 475 miles of line, extending from Boston, the metropolis of New England, to Newport, R. I., Fall River, Taunton, New Bedford, and all the principal cities, towns and villages of Southeastern Massachusetts, and, via its northern division, to Fitchburg and Lowell, Mass., and by its connecting lines of steamboats forms a most desirable and popular route between New York and Boston, and the famous summer resorts of the beautiful islands of Nantucket and Martha's Vineyard. The general offices are at Boston. J. R. Kendrick is Superintendent, J. Sprague, Jr., General Passenger Agent.

Portland B. & M. S. Co. *Wharf*—at railroad wharf, Portland. *Fare*—$7.00 to Mt Desert Island and return, meals and state room extra. *Connection*—wharf is five minutes' walk from G. T. R. R depot.

THE PORTLAND, BANGOR AND MACHIAS STEAMBOAT CO.'s steamer leaves Portland each day (except Thursday) at 11:15 P. M Distance of round trip, 250 miles. Time required, 10 hours each way. W. F. Milliken is President, and George L. Day is General Ticket Agent.

Portland, Bangor and Machias Steamboat Co., Portland. The old established line for Mt. Desert *via* Portland or Rockland. During season of pleasure travel, steamers leave R. R. wharf, Portland, every week day (except Thursday) at 11:15 P. M., arriving at Mt. Desert about noon the next day. For further particulars, map and state-rooms, write to Geo. L. Day, General Ticket Agent, Portland

Portland Steam Packet Co. *Wharf*—Franklin wharf, Portland, and India wharf, Boston. *Fare*—to Boston $1.25, state-room $1.00 extra. *Connection*—wharf is 3 squares from first or Grand Trunk depot, Portland.

THE PORTLAND STEAM PACKET CO. own three first-class passenger steamers, the John Brooks, Falmouth and Forest City, which leave Portland and Boston every day at 7 P. M., arriving at their respective destinations at 6 A. M. Distance to Boston, 110 miles The general office is at Franklin Wharf, Portland. J. B. Coyle, Jr., is General Agent

Quebec Steamship Co. *Wharf*—East India wharf, Quebec. *Leave*—at 2 p. m. on alternate Tuesdays from and after May 3d. *Connection*—is direct, as steamer starts from Quebec, which is on the excursion route. *Special Rates*—Round trip tickets sold at 25 per cent off.

Distance from Quebec and fare one way		
Halifax, N. S.,	940 miles	$19 50
Picton, N. S.,	829 miles	19 00
St. John, N. B.,	860 miles	17 00

THE QUEBEC AND GULF STEAMER, the Miramichi, runs to Picton, Nova Scotia, requiring four days for the trip, there connecting with Intercolonial R. R. to St. John and Halifax. The fares given above include meals and state-room on steamer. The round trip from Quebec to Halifax and return is $33. Leve & Alden, 207 Broadway, N. Y., are General Passenger Agents. The Quebec office is opposite St. Louis Hotel.

Richelieu & Ontario Navigation Co. *Wharf*—At Toronto, foot of Young st.; Kingston at Swift's wharf; at Montreal the Lachine canal lock, foot of McGill st and at Quebec at Napoleon Wharf. *Time*—Steamers run by Montreal time, which is 36 minutes faster than Detroit time. *Fare*—$12.00 from Toronto to Montreal; $6.00 from Kingston to Montreal, and $14.00 from Kingston to Quebec. *Connection*—Connection is made by the excursion party by a branch railroad that runs from the G. T. R R depot at Kingston to the wharf, three miles south

THE RICHELIEU & ONTARIO NAVIGATION CO. own eight steamers, the Corsican, Spartan, Corinthian, Passport, Algerian and Magnet; one leaving Toronto each day, arriving at Kingston at 6 A. M. and Montreal 7 P M., thence returning slowly up the river by passing through the canals to avoid the rapids. Meals on board are extra, 50 cents each. The other two steamers of this company alternate between Montreal and Quebec, being named after these two cities. That part of this route which lies between Kingston and Montreal going east is included in the regular DETROIT EVENING NEWS excursion ticket. The company have their main office at 228 St. Paul street, Montreal. J. B. Lamere is General Manager, and Alex. Milloy, Traffic Manager.

Rouse's Point Branch G. T. R. R. *Depot*—At Montreal same as that of main line *Fare*—$2 90 to Plattsburg, N. Y., or $5.00 for the round trip.

THE ROUSE'S POINT BRANCH OF THE GRAND TRUNK R. R. runs south from Montreal 50 miles to Rouse's Point and connects at that place with the Delaware & Hudson R. R., which runs 25 miles to Plattsburg, N. Y., which is on the northwest side of Lake Champlain, where connection is made with the steamer. (See Lake Champlain steamer.) Connection is also made at Rouse's Point with trains of the Delaware & Hudson Canal Co. for Saratoga and Albany.

Saguenay River Steamers. *Wharf*—St. Andrew's wharf, Quebec. *Leaves*—At 7 A. M., each Tuesday, Wednesday, and Friday. *Fare*—$8.00 without, or $13.50 with stateroom and meals, for the round trip. *Connection*—Is direct, as Quebec is one of the places visited by the excursion.

THE SAGUENAY RIVER STEAMERS are well designed for pleasure travel. The round trip of 360 miles can be accomplished in three days. Leve & Alden are General Passenger Agents. Quebec office, opposite St. Louis Hotel. N. Y. City office is at 207 Broadway.

AND SMOKE

GOLD FLAKE

CUT PLUG!

ALSO

THESE CIGARETTES are made with or without our Patent AMBER TIPS. Two or more sample boxes sent post paid to any address on receipt of retail price, 10c PER BOX.

GLOBE TOBACCO CO.,

DETROIT, MICH., and WINDSOR, ONT.

MONUMENTAL WORKS.

There is no business in Detroit that lays better claim to superiority when brought into competition with other cities than the monumental works as represented by AVERY, PATTERSON & CO., so favorably known to leading citizens. If an explanation is asked for the cause of their success it might be briefly stated to be in the completeness of the arrangements for suppplying the most popular materials used in monumental work. They have imported from all the leading quarries of Europe, and have introduced some of the most beautiful marbles and granites that have been brought to this city.

They have secured the exclusive Agency for the best Granite Quarries in Maine. New Hampshire and Rhode Island.

Mr. Patterson is familiar with the styles of work that are called for by the rich and cultivated and has been able to secure large orders from other states besides our own. In the State of Michigan there are few cemeteries where expensive monuments have been placed that are not beautified with the products of these works. The fact that about thirty citizens have paid over $50,000 for monumental work gives some idea of the character of work executed by this firm. Among the number referred to are the names of two senators, Hon. Zachariah Chandler, and Hon. Wm. A. Howard. The Chandler monument, as might be expected, is a work of great value and of high architectural merit. The list contains the names of such gentlemen as James McMillan, Esq., W. H. Thompson, Esq., and all the names that make up the $50,000 of work are families that are well known on account of their culture and refinement as well as for wealth and social standing. It is a source of satisfaction to Detroit that this industry is so prosperous and that merit has always received the support of our leading citizens. It must not be supposed that Avery, Patterson & Co. are doing a costly style of work exclusively, but on the contrary they are doing a large business in cheap monuments. They have worked with no less enthusiasm in getting out a cheap tomb stone that is beautiful and appropriate in design and execution. They have been able to reach all classes requiring such work and have succeeded in giving general satisfaction.

AVERY, PATTERSON & CO.,

250 Woodward Ave., - Detroit, Mich.

Wabash, St. Louis & Pacific R. R.

Time—Trains arrive on Detroit time. *Connection*—Until August 1st., trains will arrive in same depot from which excursion starts, foot of 3d st., Detroit. *Special Rates*—Agents along the line of this R. R will sell round trip tickets to Toledo to connect, at reduced prices.

Distance from Detroit and fare one way.

Burlington, Iowa,	500 miles	$4 20
Decatur, Ill.,	383 miles	11 50
Kansas City, Mo.,	722 miles	21 95
Logansport, Ind.,	226 miles	6 80
Lafayette, Ind.,	263 miles	7 90
St. Louis, Mo.,	496 miles	14 80

THE WABASH, ST. LOUIS & PACIFIC R. R. on or about August 1st, 1881, will make a direct connection with Detroit by completing the track between Butler and this city, with depot at foot of Brush street, Detroit. Until that time, however, connection will be made at Toledo via the Canada Southern or Lake Shore R. R. This road, or railway system, is one that can give transportation, and over its own track, to many populous cities, in a half-dozen different states. Its general offices are in St. Louis, Mo. J. C. Gault is General Manager, and H. C. Townsend is General Passenger Agent. C. Shoehy is the Northern Passenger Agent at Detroit.

Western Transportation Co.

Dock—Corner of State and South Water street at Chicago, and foot of Bates st., Detroit. *Connection*—G. T. R. R. depot is one half mile west of Detroit landing.

THE WESTERN TRANSPORTATION Co. run a line of steamers in connection with the Union Steamboat Co., between Chicago and Detroit. Steamers leaving the former city on the Saturday evening at 7 P. M. preceding each excursion can be taken to connect. The trip through Lakes Michigan, Huron and St. Clair to Detroit takes about three days. Price one way (which includes state-room and meals), will be $10, or $19 for the round trip. As steamers leave Chicago, each Tuesday, Thursday and Saturday, the Saturday steamer will have to be taken to connect. Wm. Livingston, Jr., is agent at Detroit, with office at foot of Bates street.

White Mountain Stage Line.

Route—from the Grand Trunk R. R. at Gorham, New Hampshire, 8 miles south to the Glen House, thence 8 miles south-west and 1¾ miles high, to the summit of Mt. Washington. *Fare*—$3.00 from Gorham to the Glen House and return, or $1.50 each way. $5.00 from the Glen House to the summit and return. $2.00 from Glen House 15 miles to Glen Station. A special rate of $5.00 for transportation from Gorham to the summit and return to Gorham, including also a carriage ride of 8 miles to Glen Ellis Falls will be offered to members of the *Evening News* excursion parties. *Connection*—with the excursion is at Gorham.

THE WHITE MOUNTAIN STAGE LINE is owned and managed by C. R. Milliken, of Portland, the proprietor of the Glen House. Two hundred and fifty horses, with coaches enough to transport at one time three hundred tourists with their baggage, constitute the available "rolling" stock. Headquarters at the Glen House. Connected by telegraph and telephone with the Summit House, and with a branch hotel, the Alpine House, at Gorham.

Mayhew Business College, Detroit.

The superior course of study at this Actual Business College enables young men and women to advance rapidly and thoroughly and thus save both time and money, while doing most excellent work. The College occupies a suite of rooms in the Chamber of Commerce building, which are reached by elevator. It is conducted by the author of Mayhew's University Book-keeping and Business Practice—the best known aids in preparing students for business. The college has departments for Telegraphy and Shorthand. For circulars call at the college, 156 Jefferson Avenue, or address the President.

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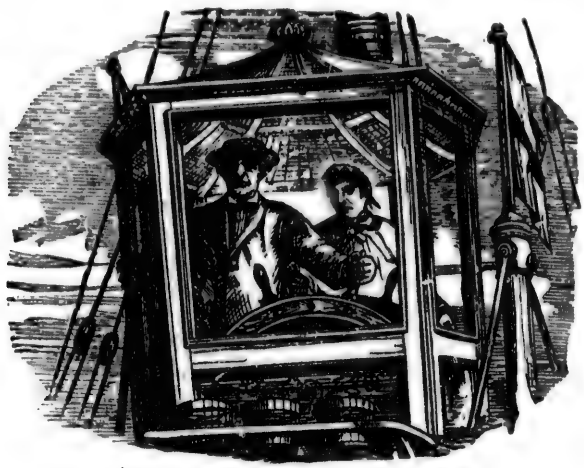

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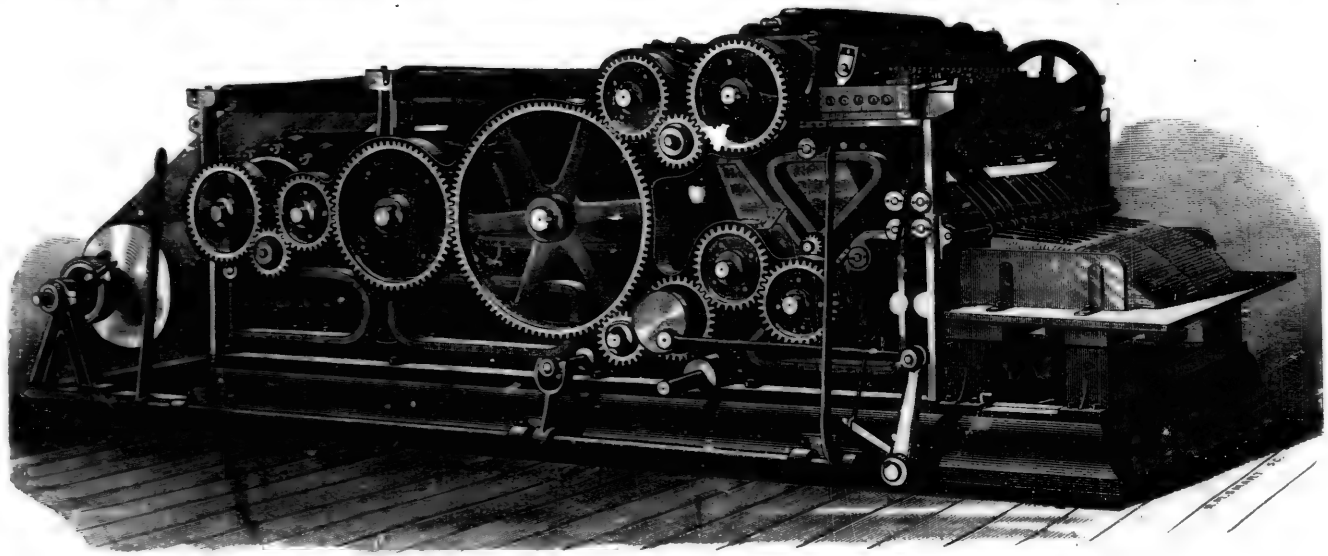

The Detroit Evening News' Circulation of 30,000 sheets per day,

That are printed upon the famous Scott perfecting press; (illustrated above) are printed at the rate of 27,000 papers per hour, from the roll of paper shown at the left. About 3½ rolls, of 500 lbs each, or about 1,800 lbs. are used per day. The paper is automatically fed into the press from the roll, is printed on both sides from sterotype plates, is cut off and apart (for two papers are printed side by side) and issued at the right of the press ready folded. This marvel of compactnes and ingenuity may be seen in operation any week day while the two, three four and five o'clock editions are being run off at the hours named. Visitors to the city are cordially invited to call and inspect the press and and press room.

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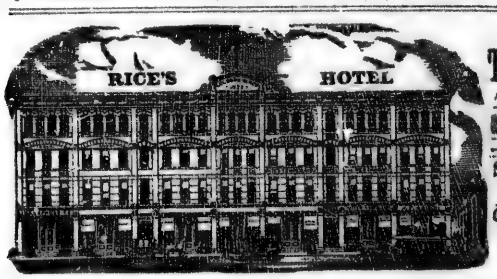

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The Marine and Rail Road Life and Accident Association, and The Mutual Benefit Association Office 153 Griswold Street Detroit is a point of interest: The object of these Associations is to provide a fund for loss of time during disability unfitting one for business or on the event of death from any cause. They are patronized by the leading Dealers, Merchants, Manufacturers and Business Men of the West.

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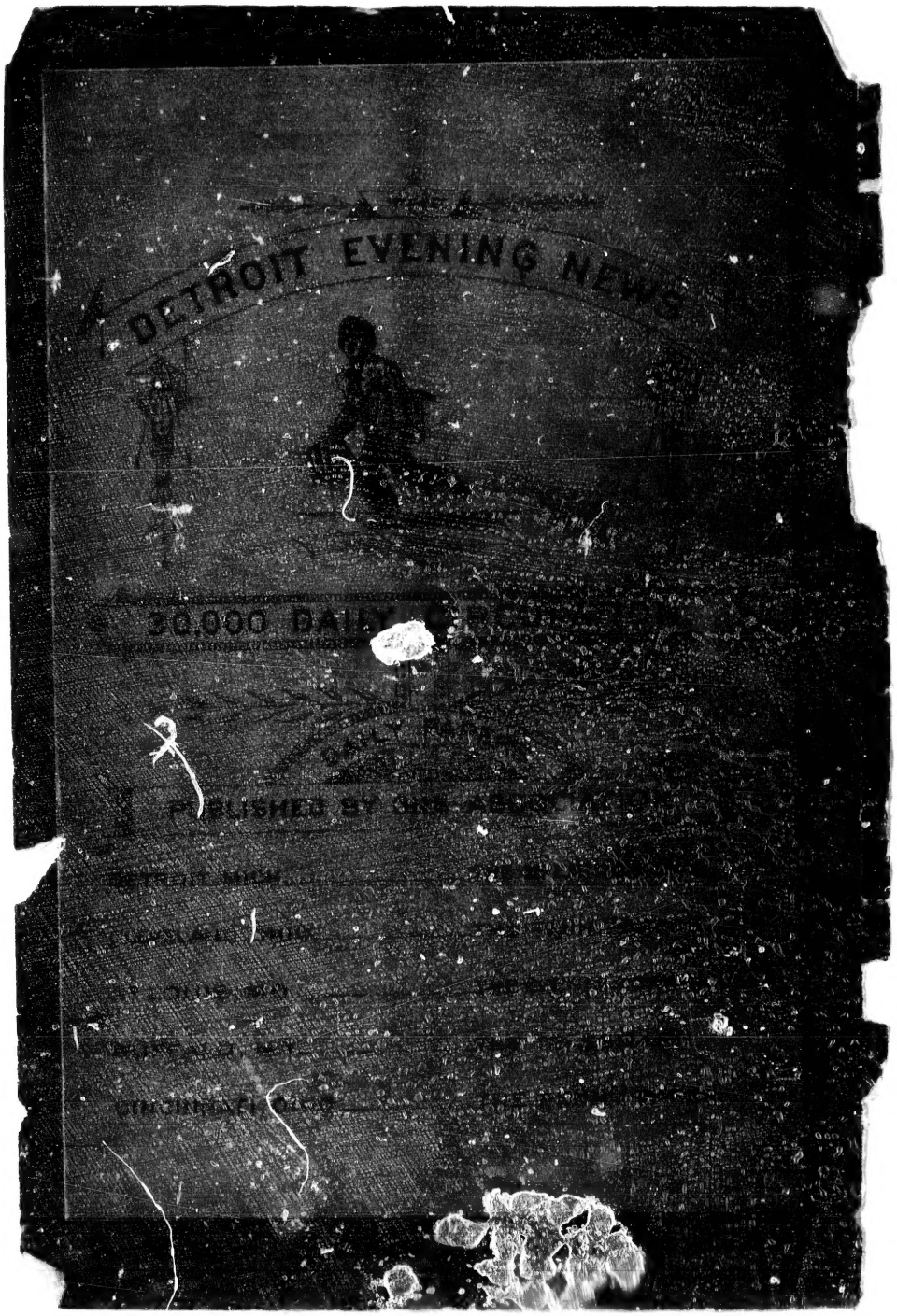
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